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The Hongkong Telegraph.

FOUNDED 1851 六拜禮 號七 十英港香 SATURDAY NOVEMBER 17, 1923. 初十

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ARE FURTHER SANCTIONS NECESSARY?

CONFLICTING VIEWS OF THE ALLIES.

(Reuter's Service)

London, November 16.
In connection with the grave divergence of Anglo-French opinion with regard to the question of sanctions if the Reich fails to guarantee resumption of military control, well-informed circles in London hope an agreement will be possible, but it is generally opined in Paris that Italy as well as Britain will refuse to join France and Belgium in taking sanctions, which it is indicated may consist of an extension of the occupied area, and a declaration that the Rhineland and Ruhr will be held "as long as France's Belgian security is menaced," meaning indefinitely. The British viewpoint is that the German action with regard to the Crown Prince and military control calls for protest. Hasty action might add to the confusion in Germany, but the necessity for deliberate and considered, and if possible united measures is fully realized.

Dorn, November 16.
The ex-Kaiser in a communique says the return of the Crown Prince was prepared and carried out without his knowledge. He received a farewell letter from the ex-Crown Prince after he had crossed the frontier. No courier came to Dorn with a passport, and he was entirely ignorant of the movement to restore the Monarchy. Had he been consulted, he would have objected to the departure of the ex-Crown Prince to Germany at present, when the country is divided by internal disorders.

The American View.

Washington, November 16.
It is understood that President Coolidge believes the American people will sympathize with any Allied move to prevent the restoration of the Hohenzollerns' rule over Germany, but is of opinion that the traditional policy of the American Government precludes joining the Allies in protesting against the return of the ex-Crown Prince and ex-Kaiser to Germany. Accordingly the American Government cannot act in the matter.

THE EMPIRE EXHIBITION.

THIRTY MILLION VISITORS EXPECTED.

London, November 16.
The Duke of Devonshire, presiding at the first meeting of the executive council of the Empire Exhibition since the board was re-established, expressed the opinion that there was every reason to regard the future confidently. Sir James Stevenson, dealing with the general progress, pointed out that the board were now assured that practically every part of the Empire will be represented at Wembley, where the Palaces of Industries and Engineering had already been completed and handed over by the contractors. Sir Charles McLeod said he considered the financial position was satisfactory. It was anticipated that the attendance at the Exhibition would be at least thirty million. The attainment of this number would ensure the financial success of the exhibition.

NEEDY CASES IN EUROPE.

ASSISTANCE FROM AMERICA.

New York, November 16.
In an editorial, the New York Times says if Gen. Smuts' call for a reparations conference be not answered quickly in some practical way by assuring France of security and then assisting Germany to save herself, there will be millions more cases in Europe needing charity.

A message from Washington says it is stated that the administration is considering a loan to Germany of one hundred and fifty million dollars for the purchase of food. The United States is thus also assisting the American agricultural industry. The supervision of the expenditure would be entrusted to Mr. Hoover.

INTER-EMPIRE PREFERENCE.

GEN. SMUTS SATISFIED WITH CONFERENCE.

London, November 16.
Gen. Smuts, interviewed by Reuter at Southampton, prior to sailing for South Africa, expressed much satisfaction of the result of the Conference, which had been a distinct advantage to the Dominions, which also stood to reap material advantage if the preferences offered by the British Government be confirmed by the electorate; but whatever the result of the elections, the system of preferences now initiated would be developed as between the Dominions themselves, and negotiations were already afoot in that connection.

IMPERIAL DEFENCE MEASURES.

THE AUSTRALIAN VIEWPOINT.

London, November 16.
Mr. Bruce, reviewing the work of the Imperial Conference, says the resolutions passed on the subject of defence are in accord with Australian views on the maintenance of a one-power naval standard, with the necessary bases for repair and the fuel facilities imperative for adequate safeguarding of the maritime communications of the Empire. The provision of a base at Singapore and the maintenance of the great trade routes eastward through the Mediterranean and Red Sea specially interest Australia.

BOILER-MAKERS' DISPUTE SETTLED.

London, November 16.
A basis for a settlement of the boiler-makers' dispute of April has been reached at a conference in Edinburgh this evening. The terms of the agreement are subject to a ballot, after which a resumption of work has been arranged. Cheers and singing greeted the announcement of a settlement of this long drawn out dispute.

FRANCO-CHINESE BANQUET.

Paris, November 16.
The Association Franco-Chinoise banqueted the Chinese commercial mission. M. Le Trocquer, the Minister of Public Works, presided. Many French and Chinese prominent persons were present.

ANOTHER MURDER.

RESPECTABLE CHINESE SHOT.

DISCOVERY IN MONMOUTH PATH.

Another murder occurred in Hongkong last night, believed by the police to be of political origin. The affair took place at Monmouth Path, off Kennedy Road, the body of a well-dressed Chinese being found on the road, with a bullet wound in the wrist and another in the chest.

It appears that an Indian constable was on duty in Queen's Road East last night when he heard police whistles blowing. He ran in the direction from which the sound came and found the body of a Chinese man, bleeding freely from the wounds mentioned above. The shots appeared to have been fired from close quarters, presumably by an assailant who was chasing the victim. The body had evidently been dragged some few yards to a lamp between Moon and Star Streets, some seventy-five yards from Queen's Road East.

When the constable heard the whistles blowing, he was about 250 yards from the spot where the body was found, and on reaching the place he saw no-one about. It is not known who blew the whistles, as the murdered man had no whistle on him when found. He was well-dressed and obviously of the better-class type of Chinese. A spent bullet was found on the roadway.

The police are now endeavouring to discover who blew the whistle, in the hope that further light will be thrown on the affair.

UNEMPLOYMENT DOLES IN GERMANY.

Berlin, November 16.
The Cabinet has decided to devote a hundred million rentenmarks out of a total of nine hundred million placed at the disposal of the Government by the Rentenbank, to continue payment of subsidies in the occupied territories, especially unemployment doles. The issue of rentenmarks began to-day.

A PEERAGE FOR LORD ROBERT CECIL.

London, November 16.
His Majesty has conferred a peerage on Lord Robert Cecil. He has been medically advised to avoid undue exertions, and in view of the forthcoming meeting of the Council of the League of Nations does not participate in the general election.

ECHO OF UNSUCCESSFUL REVOLT.

Athens, October 16.
Following the intercession of the Liberal party and the Press on behalf of the condemned Greek officers, the Government has ordered the suspension of the executions "until further notice."

DATE OF NEW PARLIAMENT.

London, November 16.
A Royal proclamation is gazetted announcing that the New Parliament will meet on January 8th. December 20th is the date to which it is formally prorogued.

SOUTH AFRICAN STATESMAN'S DEPARTURE.

London, November 16.
A large company bade farewell to Gen. Smuts at Waterloo on his homeward way, including the Netherlands Minister, with whom he had a long conversation in Dutch.

ANOTHER POSSIBLE PRESIDENT.

Omaha, November 16.
Mr. McAdoo, ex-Secretary to the Treasury, has indicated his willingness to stand for the presidency on the democratic ticket.

THE VOROWSKY MURDER CASE.

Lausanne, November 16.
Conradi and Pulunin, charged with the murder of the Soviet envoy Vorowsky last May, have been acquitted.

FORMATION OF DUTCH CABINET.

The Hague, November 16.
The Queen has asked the Catholic Deputy Koolen, President of the Second Chamber, to form a Cabinet.

(Other Telegrams on Page 2.)

MOTOR CYCLE ACCIDENT.

PETROL TANK AFIRE.

CYCLIST BADLY BURNED.

Whilst riding a Triumph motor cycle on the Shauiwan Stanley hill last evening, just after lighting-up time, Mr. H. W. Chaney, of Messrs. Palmer and Turner, was the victim of an alarming incident. A few minutes previously he had lighted his acetylene lamp and was proceeding along the road when the acetylene gas container burst open, the flames setting fire to the petrol tank. Hurriedly dismounting, though not before his trousers had been singed, Mr. Chaney took off his coat and endeavoured to smother the flames, but without success. A sand heap was noticed a few yards off and Mr. Chaney pushed the machine towards it and eventually succeeded in getting the fire under control, but not until the machine had been very damaged. Mr. Chaney suffered severe burns on his right hand and minor burns on his left hand.

To add to his misfortunes, he discovered that, whilst he had been busy in putting out the fire, his coat and hat, together with the container which he had left lying by the side of the road, had been stolen by one of the coolies who had been attracted to the spot. The articles and the man had disappeared—all within the space of a few minutes.

Assistance was later rendered Mr. Chaney by the police at the Shauiwan Police Station, first-aid dressings being applied to his injuries. Enquiries are being made in the hope of capturing the thief.

HONGKONG FINANCES.

CREDIT BALANCE INCREASING.

The latest figures regarding Hongkong's finances show a further increase in the Colony's credit balance. On July 31st, the balance stood at \$15,822,941; returns now published show that this had been increased on August 31st to \$16,350,038.

For the first eight months of the year the total revenue was \$16,534,926, this comparing with \$14,871,303 for the same period last year. The biggest increase was in licences and internal revenue, this year's figure being \$10,703,161, as against \$9,367,884 for last year.

The expenditure for the eight months totalled \$12,843,531, as compared with \$10,980,833 for last year. There were considerable increases in Miscellaneous Services and Military Expenditure.

The revenue for August month came to \$1,933,923, compared with \$1,572,552 for the same month last year. The respective figures for expenditure are \$1,466,827 and \$1,390,493.

IMPORTANT INSURANCE DECISION.

JUDGMENT AGAINST LOCAL DUTCH FIRM.

A judgment of more than usual interest to those engaged in insurance, shipping, and commerce generally, was delivered by Mr. Justice Gompertz, in the Summary Court, this morning, when the Puisse Judge gave his decision in the recent action between Man Cheung Yuen and the Holland China Handels Compagnie, in connection with the alleged wrongful detention of a copy of an insurance policy.

Mr. R. F. Mattingly appeared for the plaintiffs and the defence was conducted by Mr. F. G. Vaux. His Honour said—"The plaintiffs, who are merchants in the Colony, were consignees of cargo from Saigon to Hongkong by the steamship Bourbon. On the voyage to Hongkong the vessel stranded and certain cargo was jettisoned. Some of the plaintiffs' cargo was insured with the Saigon branch of the Samarang Sea and Fire Insurance Company, for which company the defendants are the local settling agents.

"Claims being made for general average contribution, the plaintiffs interviewed the defendants, who gave the agents of the vessel the usual undertaking to pay the proportion due. The plaintiffs then got delivery of their cargo.

"Subsequently the defendants made payment to the trustees on account of general average contribution due on the plaintiffs' cargo. Before these payments were made, the plaintiffs had handed to the defendants their copy of policy.

"The plaintiffs now consider that they have or may have a claim against the Insurance Company. They have demanded the return of their copy of the policy from the defendants.

"The defendants claim that they have a right to retain this copy. They are willing to produce it and lead it to the plaintiffs, but they say that the policy is properly in their keeping and they object to give it up. This claim appears to be based upon two grounds:—(1) that the defendants have made payments under the policy and (2) that it is necessary that they should have a copy to qualify them to attend the meeting of cargo owners and underwriters interested, which is being summoned by the trustees.

"It seems to me that both these grounds fail. If the defendants find that they require a copy of the policy, it is for them to obtain one from the issuing office. They are certainly not entitled to detain a document which is the property of the plaintiffs.

"There must be judgment for the plaintiffs for the return of the document, with nominal damages—say \$5. Costs on the highest scale."

RAISED TO THE PEERAGE.



Lord Robert Cecil.

who, it is announced in to-day's telegrams, has been raised to the Peerage. He has been the leading spirit in the activities of the League of Nations.

LAPICQUE'S BANKRUPTCY.

LIABILITIES OF OVER EIGHT LAKHS.

In connection with the bankruptcy of Messrs. P. A. Lapique and Co., the public examination of Mr. Paul A. Lapique took place at the Supreme Court this morning, before Mr. C. D. Melbourne, the Registrar.

Mr. H. A. Nisbet, the Official Receiver, conducted the examination and among those present watching the proceedings on behalf of creditors were Mr. T. G. Bennett, Mr. H. C. Macnamara, Mr. Paul Hodgson, Mr. R. E. A. Webster, and others.

The debtor stated that he carried on business, with a partner in France, under the style of Messrs. P. A. Lapique and Co. He was the only partner in the Far East. The principal offices in the Far East were at Haiphong and Hongkong. He had filed a statement of his liabilities which showed that his liabilities in Hongkong amounted to \$377,085 and his assets to \$37,502. In Haiphong the liabilities were \$17,296 Piastres and there was also owing to employees and staff P. 19,500. He attributed his bankruptcy to the depreciation of French currency and also to heavy expenses incurred in connection with the requisition of his firm's vessels by the French Government. They had also incurred losses in connection with

the failure of the Banque Industrielle de Chine. It was in July last that he realised the firm was insolvent and he applied to the Courts in Haiphong for liquidation. A Receiving Order had also been made against him at Hongkong. The firm was submitting a scheme of arrangement to its creditors.

This concluded the Official Receiver's examination, none of those present on behalf of creditors having any questions to put.

The Registrar, at the request of the Official Receiver, made an order to dispense with the public examination of the partner in Paris, and declared the examination closed.

TO-DAY.

Closing Exchange 2s. 3. 9/16.
High Tide 6.46 p.m. Low Water 11.24 p.m.
Lighting Up-Time 5.40 p.m.

NEWS IN THE ADS.

Mr. Harry Ore will give a Piano Recital on December 3rd. at 9.10 p.m. at the Theatre Royal.—Page 4.
Englishmen wishing to join the Society of St. George should apply to Mr. C. H. Piercy, Hon. Secretary, c/o Messrs. Jardine, Matheson, Ltd.—Page 4.
Lost! Bunch keys. Finder please communicate with Box 1024 this office.—Page 4.

THE PROBLEM OF RISING RENTS.

An Appeal to Tenants for Facts.

We are anxious to ascertain to what extent the rents of flats and houses are being increased at the present time. Have you received a demand for higher rent? If so, it will be to your own interest to fill in the form printed below and forward it to the Telegraph office. You may rest assured that your name will not be published in any facts which we later publish on the subject. You are asked to sign merely as a guarantee of fill in the form printed below and your bona fides.

Name of Premises.....

Location.....

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Landlords.....

Whether built since 1921.....

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Present rent.....

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POLICE STATION TRAGEDY.

THE LATE MR. AND MRS.
AMBERG.

In connection with the recent
sensational double suicide of a
German named Hugo Amberg and
his wife, an inquest by the Coroner,
Mr. J. R. Wood, commenced at the
Magistracy yesterday afternoon.

The following formed the jury:
Messrs. C. J. Wodehouse, K. A.
James and S. A. Aldo.

Mr. R. E. A. Webster watched the
proceedings in the interest of the
Universal Picture Corporation of
New York, for which the late Mr.
Amberg was travelling representa-
tive in the Far East.

The deceased couple lived in the
Hongkong Hotel. It will be re-
membered that on the night of the
5th November Mrs. Amberg took
poison in the Hotel and was ad-
mitted to the Government Civil
Hospital, where she succumbed.
On the 6th, while Mr. Amberg was
being examined by the police in the
detective office, Central Police
Station, news came through from
the hospital that his wife was dying.
Mr. Amberg overheard the news
and jumped into the Station com-
pound from the first floor. He
died five minutes after reaching
hospital.

The first witness called was Dr.
J. Morrison, who stated that he
was summoned to the Hongkong
Hotel about 10 p.m. on the 5th and
taken to the room occupied by
Mr. and Mrs. Amberg. He saw
Mr. Amberg and his wife. The
former was in great excitement
and said that there had been a
quarrel and his wife had taken
poison, chloride of mercury.

In reply to the Coroner, Dr.
Morrison said Mrs. Amberg was
conscious. He asked her if she
had taken poison and she replied
in the affirmative, but said she did
not know how many times she had
taken it. He advised Amberg to
send his wife to hospital.

In reply to the Coroner, as to
whether he noticed any external
injuries on the deceased lady,
witness said there was a large
bruise on the side of the lady's
right eye.

The Coroner: Did you have any
conversation with her about the
bruise?

Dr. Morrison: No.

A Friend's Evidence.

Dr. Morrison added that Mr.
Amberg produced to him a small
bottle of chloride of mercury. It
was evident that the lady must
have taken the poison at least half
an hour before he saw her.

The bottle in question was pro-
duced. Giving evidence in respect
of its contents, Mr. E. R.
Dovey, Government Analyst,
stated that the bottle contained
chloride of mercury. It was used
for washing purposes, but only
externally.

Mr. C. D. Ryan, an American
commercial salesman, residing at
7 Carnarvon Building, deposed that
he was a personal friend of Mr.
Amberg and had known him for
some time. He met him in Hong-
kong on the 3rd November and
understood from him that he and
Mrs. Amberg had only arrived
three days before. The next time
he met Mr. Amberg was at the
bar of the Hongkong Hotel on the
morning of the 6th, when the
latter informed him that he was
in trouble and that his wife had
taken poison. At the request of
Mr. Amberg to recommend him
a doctor, witness went with the
deceased to a doctor's office and
they later returned to the hotel
together. Amberg asked at the
hotel if any message had been re-
ceived from the hospital regarding
the condition of his wife, and on
being told that no news had arrived,
asked witness to accompany him

to the Government Civil Hospital.
This was at about 10.45 a.m. On
arrival at the hospital witness
saw Dr. Smalley and told the
latter that he feared Amberg would
commit suicide, as during the
morning Amberg had said to him,
"If my girl dies I will join her."
Leaving his friend in the care of
the doctor, witness left the hospital
for the Central Police Station to
warn the police that Amberg might
commit suicide. He made a re-
port to Mr. Wolfe (the Captain
Superintendent of Police), and
afterwards returned to the hospital.
About 12.30 in the afternoon
Sergeant Murphy arrived. Amberg
was then quite sensible. The three
of them subsequently left the
hospital, and on arrival at the
Central Police Station Mr. Amberg
followed Sergeant Murphy into the
latter's room, while he went to see
Inspector Pincott in another room.
He did not remember whether he
told Inspector Pincott that his
friend might commit suicide. At
2.30 p.m., while he was still talk-
ing to Inspector Pincott, the de-
ceased was walking up and down
the corridor outside the detective
rooms. When he joined him the
deceased appeared nervous. They
walked up and down the cor-
ridor for a short time, after
which the deceased asked him to
sit down with him, which he did.
The deceased asked him for his
notebook and a pen and wrote
down on the book a name and an
address and returned the book
to him. They then resumed talk-
ing.

Bad News.

The Coroner: By that time had
you heard any police officer tell
the deceased that he would be de-
tained?

Mr. Ryan: No.

Continuing his statement, Mr.
Ryan said the deceased said to him
repeatedly that if anything hap-
pened he (the witness) was to
notify the address he had written
in the notebook. At this juncture
Inspector Pincott came up and
spoke to the deceased. What was
said he could not say in detail, but
he remembered the words "dying
depositions," and "calling a Magis-
trate" being mentioned. The de-
ceased then "went to pieces," and
said "Oh, God! She is dying." The
deceased leaned on Sergeant
Murphy for a short time, and just
as witness had turned his back to
talk to another man, Mr. Chan,
he had taken the fatal leap over
the verandah.

Dr. J. T. Smalley, medical officer
in charge of the Government Civil
Hospital, stated that Mr. Amberg
died five minutes after admission
to hospital, from a fractured skull.
Mrs. Amberg was admitted to
hospital at 10 p.m. on the 5th, and
was attended to by witness direct-
ly after she was admitted, a tele-
phone message having been received
at the hospital previously re-
garding her case. She showed
symptoms of acute mercurial
poisoning and was in an almost hop-
eless condition. She had taken an
enormous dose. Mr. Amberg stayed
with his wife throughout the
night. On the morning of the 6th,
Mr. Ryan came to the hospital and
spoke to him about Mr. Amberg's
condition. He agreed with Mr.
Ryan that Mr. Amberg might com-
mit suicide. About 11.15 a.m.
witness phoned to the Central
Police Station and told the officer
on duty that there was a man in
the hospital desirous of committing
suicide and suggested that the
police keep him under restraint.
The officer replied that there was
a "comfortable" room at the Sta-
tion fit for the purpose. Later
Sergeant Murphy arrived. He told
Sergeant Murphy what he thought
of Mr. Amberg and the Sergeant
subsequently went away with Mr.
Ryan and the deceased.

(Continued on Page 4.)

HONGKONG SPORTS AND PASTIMES



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BACK.



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SENT.

WELL, ISN'T
THAT A YOUNG
ONE?



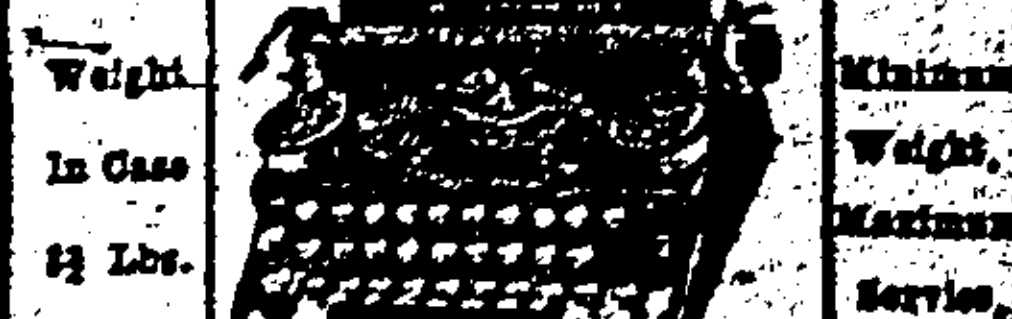
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Look about you and you'll see glistening teeth on every side to-day. Teeth which once were dingy now have luster. And women smile to show them. The reason is this: A new way has been found to fight film on teeth, and millions now employ it. It is also at your command. So don't envy such teeth, but get them.

That cloudy film:

There forms on your teeth a viscous film. You can feel it now. It clings to teeth, gets between the teeth and stays. That film absorbs stains. Then, if left, it forms the basis of dingy coats, including tartar. That's why teeth don't shine. Film also holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay. Germs breed by millions in it. They, with tartar, are the chief cause of pyorrhea.

Thus most tooth troubles, which few escape, are now traced to that film.

Now we combat it

Old methods of brushing are not sufficiently effective. So nearly everybody suffers from it more or less. But dental science, after long research, has found two film com-

batants. Able authorities have proved their efficiency. Now leading dentists all the world over are urging their daily use. A new-type tooth paste has been created, based on modern knowledge. The name is Pepsodent. These two great film combatants are embodied in it.

Two other effects

Pepsodent is based on modern dental research. It corrects some great mistakes made in former dentifrices.

It multiplies the starch digestant in the saliva. That is there to digest starch deposits which may otherwise cling and form acids.

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Watch them whiten

Pepsodent will bring to any home a new dental era. Millions of people have learned this, and now enjoy its benefits.

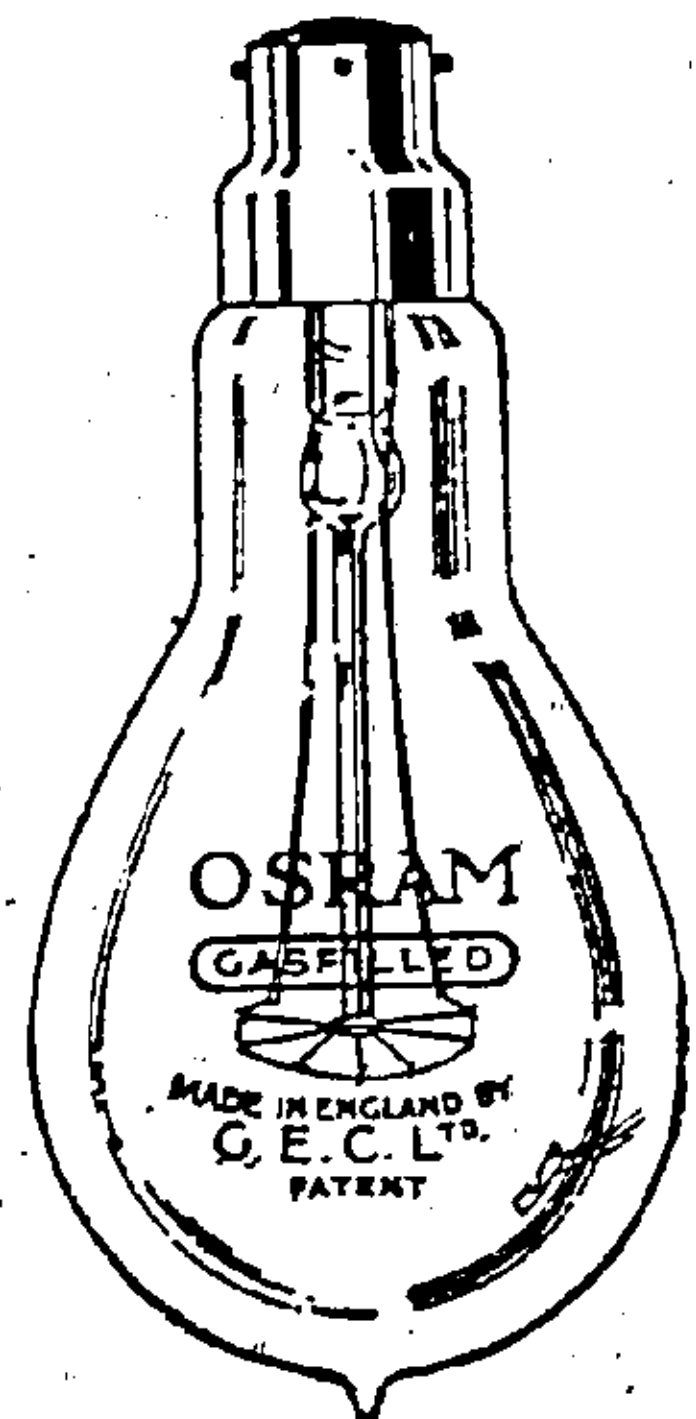
Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coats disappear. One week will convince you that you and yours should use this method always.

Pepsodent
TRADE MARK
The New-Day Dentifrice

A scientific film combatant, which whitens, cleans and protects the teeth without the use of harmful grit. Now advised by leading dentists the world over. For sale in two sizes by all druggists.

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PRICES REDUCED

FROM NOVEMBER 1st. AS FOLLOWS:—

30 WATT	.70
40 WATT	.75
60 WATT	.85
75 WATT	1.00

THE CHEAPEST & BEST GAS FILLED LAMP OBTAINABLE

THE G.E.C. OF CHINA LTD.
QUEEN'S BUILDINGS, HONGKONG.

We Extend you
a Cordial Invitation
to Visit the New Store of

SHIU YUEN CHEUNG

Opening on November 22nd.

QUALITY & RELIABILITY

Combined with low prices will be features at our store.

We are the foremost dealers in
JADE STONE
handling it from the rock to the finished product.

Silk Embroidery, Ivory, Silver and Gold Ware.

LARGE DISPLAY OF JEWELLERY AND NOVELTIES FROM THE WORLD'S MOST FAMOUS MANUFACTURERS.

SATISFACTION GUARANTEED

NOTE THE ADDRESS.
OLD POST OFFICE BUILDING. TEL. 225
Queen's Road, Central. CENTRAL.

POLICE STATION TRAGEDY.

(Continued from Page 2.)
In reply to the Coroner—Dr. Smalley said he did not offer Mr. Amberg any draught to take as he thought it would be useless. He did not advise the police how to treat Mr. Amberg.

Inspector Pincott: When you told Sergeant Murphy that Mr. Amberg should be kept under restraint by the police did you tell him anything else?

Dr. Smalley: No.
Inspector Pincott: Didn't you tell him about the condition of Mrs. Amberg's body?

Mrs. Amberg Badly Bruised.

"Oh, yes," replied Dr. Smalley. Dr. Smalley said Mrs. Amberg was badly bruised. Her husband admitted that he had done it and that he had maltreated his wife for some time. Mr. Amberg appeared to be in intense distress.

The Coroner: Did you advise the police to detain Mr. Amberg because of ill-treatment to his wife?

Dr. Smalley: No; that was not my idea. I did not want a man to commit suicide in the hospital. Dr. Smalley added that Mrs. Amberg was "awfully nice" to her husband during the night. She was full of remorse for having taken poison.

Corroborative evidence was given by Sergeant Murphy as to taking Mr. Amberg to the Station from the hospital. Dr. Smalley told him that Mr. Amberg had ill-treated his wife and added that the deceased was mentally unsound. He was never informed by anybody that Mr. Amberg was likely to commit suicide. In the Detectives' office Mr. Amberg wrote out a statement in regard to his wife's illness.

The statement was produced and read to the jury. At the request of the Coroner we omit it from our report.

The Coroner: Did you tell Mr. Amberg that he would be detained in connection with ill-treating his wife?

Sergt. Murphy: No. The Sergeant added that when Inspector Pincott served on Mr. Amberg the "first notice" (which stated that dying depositions would be taken from the deceased lady), Mr. Amberg said he wanted to obtain legal advice before he would act in the matter. Through Mr. Cheng Mr. Amberg secured the services of Mr. Webster.

At this stage the Coroner adjourned the enquiry until 11 o'clock this morning.

EARLIER TELEGRAMS.

THE KING'S SPEECH.

London, Nov. 16.

H.M. the King in his prorogation speech regrets the failure to secure the assent of the French Government to the proposals for the appointment of a reparations commission of enquiry. He regards with profound anxiety the continuance of the present economic conditions in Europe and the serious situation, which has developed in Germany, engaging the close and earnest attention of the Government. He expresses the earnest hope that the conclusion of the Lausanne Treaty will bring real peace in the Near East. He points out that negotiations are proceeding with the United States for the settlement of the illicit importation of liquor difficulties. He deprecates the disaster that has befallen Japan and expresses the heartfelt sympathy of the country with Japanese Government and people, "our former allies and close friends, who are bearing this national tragedy with characteristic fortitude and heroism."

He pointed out that the conferences with the Ministers of the Dominions and representatives from India were marked throughout with a spirit of great cordiality and goodwill, and that particular attention was devoted to the promotion of trade settlement throughout the Empire, whereon the well-being of his people so largely depends.

His Majesty said in this connection: "I am convinced that meetings of this kind have the highest value for promoting the spirit of mutual co-operation amongst my people at home and overseas," and concluded with an expression of deep anxiety at the position of agriculture, the continued unemployment, "My Ministers are convinced," he added, "that unless measures for the safeguarding and development of the home market are adopted no permanent improvement in the situation can be expected."

JAPANESE BUDGET.

Tokyo, Nov. 14 (Delayed).

The budget amplification estimates for 1924 show decreases as follows: Revenue ¥129,000,000, Expenditure ¥104,000,000. The difference is made up by carrying forward ¥25,000,000 from this year. The estimates for every department have been reduced except that for education, which is increased ¥3,000,000, owing to the school rebuilding programme. The greatest reduction amounting to ¥40,000,000 is effected in the navy estimates for which include ¥38,000,000 for auxiliary vessels, ¥13,000,000 for land and water defences, and ¥2,000,000 for the reconstruction of ships. The military estimates amount to a total of ¥193,000,000, which is a saving of ¥10,000,000 on the pre-earthquake figures by the curtailment of the defence programme, and ¥1,000,000 on general administration expenses. The foregoing does not include restoration expenditure which for the present has not been determined upon.

U.S. PRESIDENTIAL ELECTION.

Chicago, Nov. 16.

Senator Johnson of California has announced his intention to present himself for Republican nomination for the Presidency. He declares that the ensuing contest will determine whether the Republican Party shall be a permanent instrument of reaction or whether it will respond to present-day conditions and aspirations. He adds that he favours a revitalised Republican Party, which will be an instrument neither of static reaction nor of destructive radicalism. He expressed opposition to the League of Nations and "all its subsidiaries."

GLASSWORKERS' PROSPERITY.

London, Nov. 16.

The glassworks of Belgium have lately received very important orders from China and Japan and are enjoying unprecedented prosperity.



"About 12 o'clock I found him declaiming over his tea, which he drank very plentifully....I suppose no person ever enjoyed with more relish the infusion of that fragrant leaf than Johnson."

James Boswell.

The great Dr. Johnson, who was known to drink thirty or forty cups at a sitting, would have appreciated Brooke Bond tea.

Choice selections from the Indian tea crop, blended for you by experts—that is what you get if you insist on having Brooke Bond tea. And you get it in perfect condition, because the Brooke Bond vacuum tin preserves it as fresh and fragrant as the day it was packed.

There is no tea and no tin quite so good.

Ask for

Brooke Bond vacuum packed
Tea in the vacuum-packed tin.



It costs no more than ordinary tea.

RED LABEL IS THE BEST QUALITY.

The inner lid of the tin must not be broken. If broken the contents may not be Brooke Bond tea.

BROOKE BOND INDIA LTD., P.O. Box 187, Calcutta.
Hong Kong Agent: ALEX. ROSS & CO., Hong Kong.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement— asbestos

ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT"

and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

"ITALIT" provides the maximum in durability and safety at a minimum cost.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

RUHR STEEL ACCUMULATION.

London, Nov. 16.

In the House of Commons, replying to Mr. I. Foot, Mr. P. Lloyd Greame said it was impossible to state with certainty, but he believed that millions of tons of steel were at present accumulated in the Ruhr Valley. The Government was communicating with the other Governments with a view to safeguarding British interests with regard to importation here.

ASSOCIATION OF NATIONS SUGGESTED.

Dallas, Texas, Nov. 16.

The House of Bishops of the Episcopal Church have passed a resolution, declaring it the imperative duty of the United States either to join the existing League Nations or to immediately organize another effective Association of the Nations.

PARLIAMENT TO REMEET.

London, Nov. 16.

Parliament will resume on December 12.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Now (preferably) or before April, An English Nurse to look after small child at Peak. Apply Box 1023, c/o "Hongkong Telegraph."

BRITISH Company in Hongkong has a vacancy for a capable Chinese clerk with a good knowledge of English. Must write well and be accurate at figures. Apply in own handwriting. Box No. 1022 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—High-class RESIDENCES (East View Buildings), opposite "Sai Fong Terrace," Nathan Road, Kowloon three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

TO LET.—Six roomed house on the Peak, March till November, fully furnished, 3 bathrooms, flush system, hot and cold water etc. Apply Linstead & Davis, Alexandra Building.

TO LET.—3 roomed flat with bath-rooms and kitchen. Airy, 5, Peace Avenue, Homutun immediate occupation. For particulars apply Box No. 1021 c/o "Hongkong Telegraph."

CENTRAL offices to let. Top floor 8 Des Vaux Road Central. Vacant from the 10th. November. Apply International Trade Developer 8 Des Vaux Road, Central.

HARFORD 169, THE PEAK (Magazine Gap)

TO LET, furnished for 9 months from March 1924—near Motor Road & public garage. Apply H. E. GOLDSMITH—P. W. D.

LOST.

LOST.—A bunch of KEYS. Finder please communicate write Box 1024, c/o "Hongkong Telegraph."

THEATRE ROYAL
MONDAY, 3rd. December 1923, at 9.15 p.m.

Pianoforte Recital
by
Mr. Harry Ore,
Kindly assisted by
Mrs. L. Sager (Soprano)
Mrs. M. Matheson (Alto)
Mrs. M. Bonenfant (Piano).

Usual Prices.
Booking at Andersons.

THE HONGKONG HOTEL
COMPANY, LIMITED.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND has been declared in respect of the financial year ending on the 31st December 1923 and will be payable on the 19th November 1923 as to SEVENTYFIVE (75) CENTS per Share on the "OLD" shares and as to SIXTY (60) CENTS per share on the "NEW" shares (1922 Issue).
The Transfer Books of the Company will be closed from the 12th to the 17th November 1923 both days inclusive.
For THE HONGKONG HOTEL COMPANY, LTD.
WALTER J. HAWKER,
Secretary.
Hongkong, 31st October 1923.

Note:—
The above-mentioned Interim Dividend of 75 cents per share on the "Old" shares will be paid also to those persons who shall, in accordance with the Scheme for Amalgamation with The Shanghai Hotels, Limited, become Shareholders in this Company.
It is intended, by reason of the difference now made between the "Old" and the "New" shares in the amount of Interim Dividend, to place the "Old" and the "New" shares on the same footing as to future Dividends.



HERE'S A LIST

OR
DANCE RECORDS
FOR YOU

Rose of Egypt	Fox Trot
Gone	"
Batavia	"
Chansonette	"
Southern Rose	"
China Rose Bud	"
Tell Me a Story	"
Havana	"
Every Night I Cry	"
Stealing To Virginia	"
Nobody But You	"
Look For Happy Ending	"
Roll on Missouri	Waltz
A Bandonada	"
A Kiss in The Dark	"
Until My Luck	"
Y. Come La Va	Tango
Pupphen	One-Step
Savoy	Lancers
City of Pleasure	"
Eightsome	Reel
Foursome	"
Caledonians	Guadrille

NEW
All Process Records
ANDERSON'S

NOTICE.

A LL payments under our policies are made locally, whether they be loans, surrenders, death claims, or matured endowments.
Furthermore, they are made promptly, without reference to our Head Office.
THE SUN LIFE ASSURANCE CO. OF CANADA,
15, Queen's Road C., Hongkong
F. M. Weller,
Manager.

SOCIETY OF ST. GEORGE

ENGLISHMEN wishing to join the Society should apply to G. H. Piercy, Hon. Secretary, c/o Jardine, Matheson & Co., Ltd.

DANCING.
PALACE HOTEL.

The popular Jazz Band of H. M. S. "DESPATCH" will play at the above Hotel on (TO-DAY) SATURDAY, the 17th November 1923.
Dancing at 9.15 p.m.

JAPANESE EARTHQUAKE.

We have over 1000 views of damage at Tokyo and Yokohama on sale.

MEE CHEUNG

Ice House Street, & Beaconsfield Arcade.



You get the best of
ELECTRICAL
Backed by expert advice
at the
ELECTRICAL DEPT.
of
THE HONGKONG HOTEL
COMPANY LIMITED.



This Prospectus has been duly filed with the Registrar of Companies.

SUBSCRIPTION LIST
NOW OPEN.

HONGKONG DEVELOPMENT BUILDING
AND SAVINGS SOCIETY, LIMITED.

Incorporated under the Companies' Ordinances, 1911-1921.

CAPITAL \$10,000,000.
DIVIDED INTO 1,000,000 SHARES OF \$10 EACH.

Of the above Shares 100,000 have already been subscribed for cash by the Directors and their friends. On these \$100 per share will be paid on application and the balance when called up on the same basis as the remaining capital. The remaining 800,000 shares ranking equally with those already subscribed are now offered for Public Subscription payable as to \$1.00 per share on application. The balance due on each share, viz. \$9.00, will be called up as and when required by instalments of \$1.00 per share at intervals of not less than three months between each call.
Any of the shares now offered to the public which may not be subscribed for will be allotted in such manner as the Directors shall determine.

Directors:

Dr. J. C. Lamsey Allan, Alexandra Building, Medical Practitioner.
O. K. H. Beavis, Esq., 9 Queen's Road Central, Victoria, Solicitor.
H. A. Cartwright, Esq., 1A, Chater Road, Victoria, Managing Director, Hongkong Dairy Press, Ltd.
Chan San Fung, Esq., 11, Mei Fong Street, Victoria, Merchant.
Chan Sin Ki, Esq., 8, Queen's Road West, Victoria, Merchant.
Frederick Ellis, Esq., 10, Ice House Street, Victoria, Stock Broker.
Hon. Mr. R. H. Kotewall, Alexandra Building, Victoria, Merchant.
Leong Yan Pa, Esq., St. George's Building, Victoria, Comptroller of Messrs. Gibb, Livingston & Co.
Li Wing Kwong, Esq., 153, Queen's Road Central, Victoria, Merchant.
Li Yau Tsun, Esq., 75, Queen's Road Central, Victoria, Merchant.
The Reverend Father L. Robert, Procure General des Missions Etrangères, Procureur General.
Wong Pak Sui, Esq., 220, Queen's Road Central, Victoria, Merchant.

Bankers:

The Hongkong and Shanghai Banking Corporation.

Auditors:

Messrs. Percy Smith, Seth and Fleming, Accountants, No. 5, Queen's Road Central, Victoria, Hongkong.

Solicitors:

Messrs. Wilkinson and Grist, No. 9, Queen's Road Central, Victoria, Hongkong.

Registered Office of the Company:
No. 10, Ice House Street, Victoria, Hongkong.

PROSPECTUS.

(a) This Company has been formed principally for the purpose of building houses in the Colony of Hongkong with a view to meeting the great demand for housing accommodation which exists in the Colony at the present time.
(b) In particular it is proposed to take advantage of the offer recently made by the Government for the grant of land for building purposes on the basis of the scheme explained by The Colonial Secretary at a Meeting of the Legislative Council in June, 1923.
The Promoters are in a position to state that they have completed negotiations for the acquisition from the Government of the plateau below "Jardine's Lookout," which is capable of accommodating 150 to 200 semi-detached houses. The Promoters are also in treaty with the Government for numerous other sites in good localities.
The Promoters have already received about 2,000 applications from persons desiring to obtain the assistance of this Company in building homes for the applicants.
The Promoters will also entertain, and, if thought advisable, take up any other scheme or schemes which may be proposed by the Government for the acquisition of land for building and development.
(c) The Company is also empowered by its Memorandum of Association to undertake business of all kinds connected with the development of building areas.
(d) The minimum subscription on which the Directors may proceed to allotment is \$100,000 shares.
(e) No commission or promotion money is being paid by the Company.
(f) The Company will pay the preliminary expenses of and incident to the formation and floating of the Company down to the time when it becomes entitled to commence business, and the estimated amount thereof is \$5,000.
(g) Frederick Ellis will be the first Managing Director under a contract with the Company at a remuneration of 5 per cent. of the net profits of the Company.
(h) The Articles of Association provide that the qualification of a Director is to be the holding of 500 shares in the Company and that the remuneration of each of the Directors is to be \$1,000 per annum.
(i) None of the Directors or Promoters are interested in the promotion of the Company except to the extent of the shares taken by them in the Company.
(j) Copies of the Memorandum and Articles of Association of the Company can be inspected at the office of Messrs. Wilkinson and Grist Solicitors for the Company, at any time during business hours.
(k) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.
(l) Application for shares should be made upon the form accompanying the Prospectus and sent to the Company's Bankers together with a remittance of \$1.00 per share, the amount of the deposit.
Where no allotment is made the deposit will be returned in full, and where the number of shares allotted is less than the number applied for a proportionate amount of the deposit will be returned.
(m) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers, the Hongkong and Shanghai Banking Corporation and at and from the offices of the Company at No. 10, Ice House Street, Victoria, Hongkong.
Dated the 20th day of October, 1923.

St. Andrew's Church
KOWLOON.

SUNDAY, Next,

8.15 Special Service of Holy Communion for Church Workers.
11 a.m. and 6 p.m. Preacher.
Rev. G. R. LINDSAY, M.D.
2.45 p.m.—SUNDAY School and Bible Classes United Service. Parents invited.

MASSAGE HALL

MRS. S. UZUNOYE,
Expert Masseuse
27 Queen's Road Central
2nd Floor

RADIO—MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO. LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1254.

NOTICE.

I, the undersigned, hereby give notice that having resigned from the firm of Messrs H. A. Castro & Co., Ltd. my responsibility in connection therewith ceases as from this date.
(Sgd)
HENRY A. CASTRO.
Hongkong, 16th Nov., 1923.

NOTICE.

WE hereby give notice that Mr. H. A. Castro having resigned from our firm, his services as General Manager of the Company cease as from this date and his authority to sign on behalf of the Company is hereby cancelled.
(Sgd)
H. A. CASTRO & CO. LTD.
Hongkong, 16th Nov., 1923.

HONGKONG WOMEN'S
GUILD

and
MINISTERING
CHILDREN'S LEAGUE.

GRAND FETE
and
SALE OF WORK.

In aid of local Charities and other Children's Funds.
To be held in the grounds of GOVERNMENT HOUSE.
SATURDAY, Dec. 8th,
at 2 p.m.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

NOTICE OF ORDINARY
GENERAL MEETING.

NOTICE is hereby given that the Seventh Ordinary General Meeting of the Company will be held at the Head Office of the Company, York Building, Hongkong, on Saturday, December 15th, 1923, at 3 o'clock in the afternoon, for the purpose of passing the Reports of the Board and of the Auditors, the Balance Sheet and the Profit and Loss Account, and to elect Directors and Auditors, and to declare Dividends.
That the Transfer Book in respect of Shares will be closed from December 2nd, to December 15th, 1923, both days inclusive.
By Order of the Board,
TIENMU K. LIN,
General Secretary.
Hongkong, Nov. 15th, 1923.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
For the cure of all kinds of skin diseases, such as Eczema, Psoriasis, etc., and for the relief of itching and burning. It is a powerful antiseptic and disinfectant, and is recommended by the highest medical authorities.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on
Monday the 19th Nov 1923
commencing at 5.15 p.m.
at their Sales Room, Dudell Street
A Valuable Collection of Postage Stamps
Catalogues will be issued.
On View from Saturday the 17th November 1923.
Terms—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

DO NOT MISS—
ROCHA'S

POPULAR AUCTION SALES
Every Tuesday Thursday
& Saturday
At 2.30 p.m.
Specialist in the Valuation of Household and Office Furniture
DA ROCHA'S MART
2A, D'Aguilar St. Phone 2931

NOTICE OF REMOVAL.

WE have this day removed our Offices to No. 4, Queen's Building, Top Floor, Franco-Chinese Trading Co., Ltd.

HONGKONG TRAMWAY CO.,
LIMITED.

(Incorporated in England)

NOTICE IS HEREBY GIVEN to Shareholders in the above named Company that the Special Resolution to wind up the Company and the Extraordinary Resolution providing for the distribution or sale of the Company's holding of Shares in the Hongkong Tramways Limited (Incorporated in Hongkong) of which notice has been given to the Shareholders having been confirmed and passed the Registers of Shareholders in the above named Company both in London and in Hongkong will remain open until the 30th day of November 1923 for the purpose of registering transfers of Shares after which date the said Registers will be closed and the Liquidator will proceed to a distribution of the assets of this Company among the persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.
W. F. SIMMONS,
For and on behalf of
EDWARD RITCHIE MORRIS,
Liquidator.
Hongkong, 5th Nov. 1923.

HUGHES & HOUGH

AUCTIONEERS
AND
GENERAL BROKERS.

PUBLIC AUCTION.

Auction (for Account of the Co-owners) on TUESDAY, the 20th November, 1923, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture and Household Sundries, etc., etc.

Comprising:
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Slideboards, Dinner Waggon, Crockery and Glass Ware, Cutlery, Carpets and Rugs, Electroplated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, etc., etc.
Also
One Piano by Challen and Son, London.
(Full Particulars from Catalogue).
Terms—Cash on delivery.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th Nov., 1923.

HONGKONG ENGINEERING
AND CONSTRUCTION
COMPANY, LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the First Ordinary Yearly Meeting of Shareholders of The Hongkong Engineering and Construction Company Limited, will be held at the Hongkong Hotel, Pedder Street, Hongkong, on Wednesday the 28th day of November 1923, at 12.00 noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the period from 28th October 1922 to the 30th June 1923, and of electing Directors and Auditors.
The Transfer Books of the Company will be closed from the 22nd to the 28th November, both days inclusive.
By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hongkong, 15th. Nov. 1923.

The Transfer Books of the Company will be closed from the 22nd to the 28th November, both days inclusive.
By Order of the Board,
S. COURTNEY COOK,
Secretary.
Hongkong, 15th. Nov. 1923.

THE VICTROLA.
is the only instrument recognised by the worlds, Artists. Ask Montries for a Catalogue

Last Show - **WORLD THEATRE** - Last Show
To-day To-day

The Strength of Their Love
Was Their Deliverance!

The Boy---
— wanted to do big things in the world beyond the tops of the Kentucky mountains which hemmed him in; wanted to follow where his ideals led—where his ambition called!

The Girl---
— wanted to help him, to make him happy - but found primitive, brutal forces arrayed against her and him! She threw the power of her great love against these, with strange and moving results!

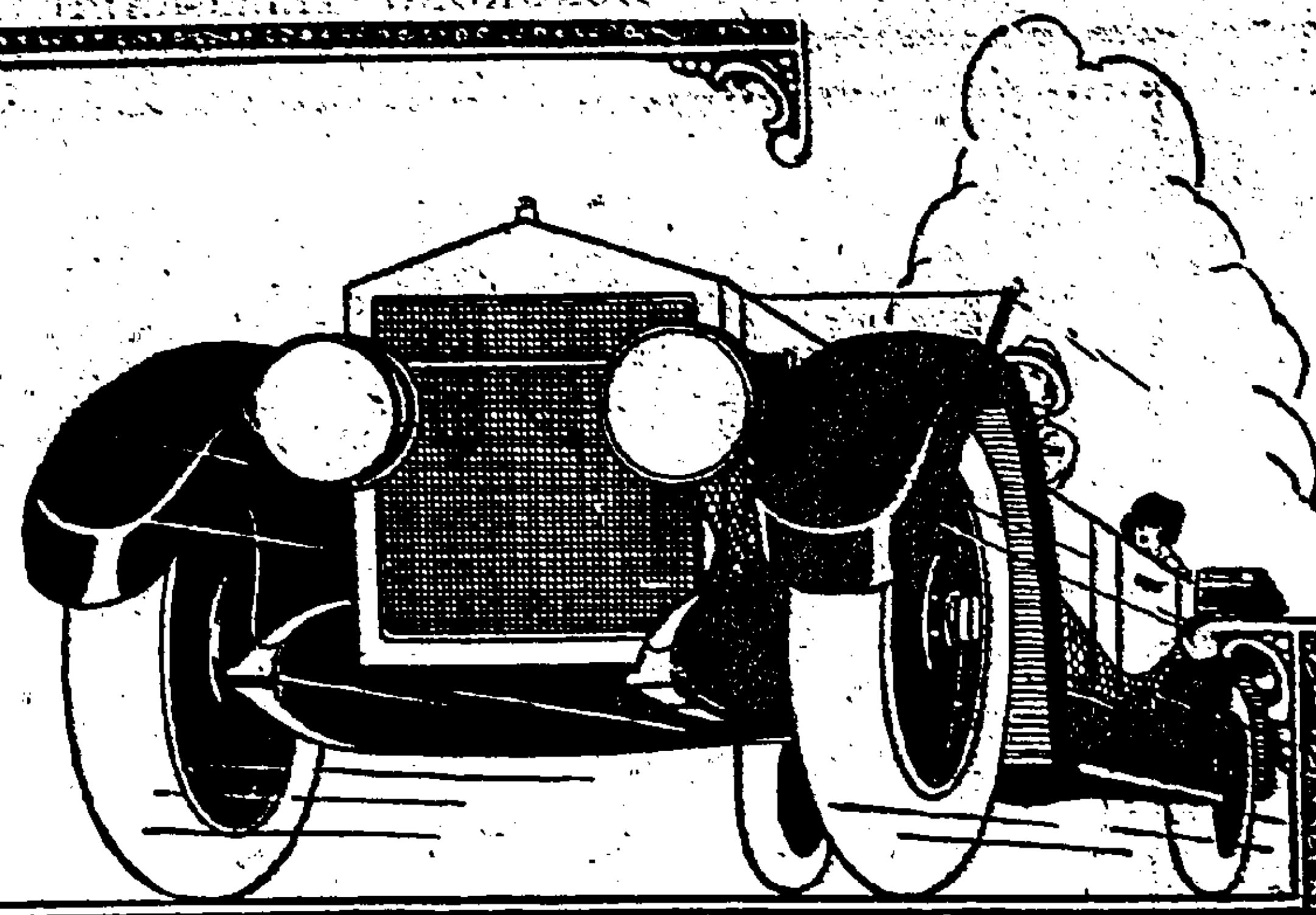
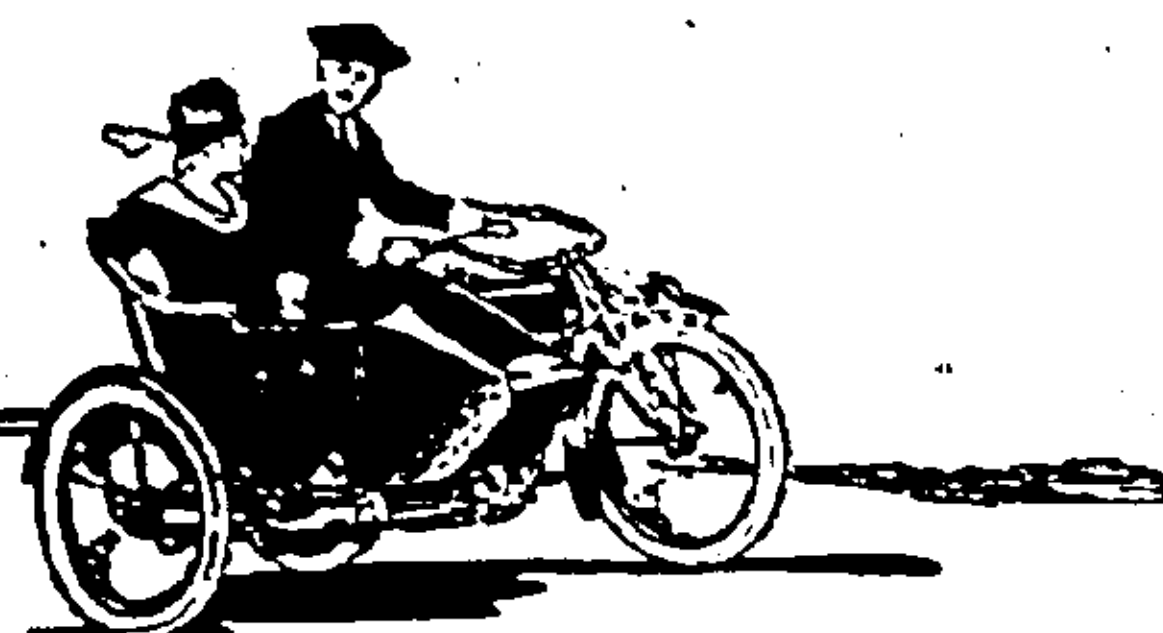
You will See Them Work
Out a Curious Destiny in

DRIVEN

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
Saturday, the 17th. November, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

It will be learned with general regret that the Motor Trials Committee has not yet succeeded in obtaining a ground for the holding of the gymkhana, which had to be postponed on November 3rd, on account of the previous heavy rains. During the week it was hoped to obtain the Football Club's ground for Saturday, December 1st, the Football Association reporting that the ground was available. There is, however, a rough fixture on that day. The Committee also made application for the Soekunpo Valley ground, but without success. The finding of a suitable venue is proving a serious hitch, but the Committee is not without hope that it will eventually be successful.

The Hongkong Automobile Association expects shortly to receive its new badges from London. The new badge is a replica of that used by the Royal Automobile Club, with a special design in the centre to denote the local Association. Members will be notified as soon as the new badges arrive.

We in Hongkong are usually thankful of our fine motor roads and to complain is, fortunately, a rare necessity. But the present condition of the road to Repulse Bay, via Pokfulam, is badly in want of attention. We do not remember this road ever having been in such a bad state in fact, the stretch from the water-pumping station to the bottom of the Dairy Farm hill is dreadful. It is a series of holes and ridges, trying to drivers and passengers, and certainly conducive to weakened springs. We understand that the local Automobile Association has called the Government's attention to this matter and it is to be hoped that repairs will be speedily effected.

There will soon be seen on the streets of the Colony some of the new four-wheel brake cars now being turned out by the Buick and Oakland firms. The United Motor Company expects to receive, by the s.s. President McKinley which is arriving on Monday, six new Buicks and four new Oakeids, all of which are fitted with brakes on every wheel. By a series of elaborate tests, the manufacturers have proved that the braking power of four brakes (one brake on each wheel) is more than twice the braking power of two brakes (one on each rear wheel). Whereas a car with two brakes can be pulled up in 20 feet when driven at a certain speed, the same car travelling at the same speed can be pulled up in just over nine feet when fitted with four brakes. In view of the peculiar traffic conditions of Hongkong and the frequent necessity for pulling up sharp, this new departure, aiming at "Safety first," should be especially welcome.

The question of traffic control in Hongkong has long been a thorny one, and, although criticisms have been many, it must be admitted that the Traffic Department is constantly trying its best to make travel by road as safe as possible. The installation of the new traffic signals at the bottom of Garden Road is an experiment all in the right direction and should materially assist motorists and other road users to negotiate this awkward corner in safety. But a motorist has complained to us that although the

PERTINENT POINTS IN CAR QUALITY.

SUMMING UP A NEW CAR AT A GLANCE.

[SPECIAL TO THE "TELEGRAPH" BY "C.D.L."]

There is a well-worn saying that is current in all engineering circles to the effect that what looks right is right. If a piece of mechanism, whether it be the chassis of a car, the fuselage of an aeroplane, or even the structure of a bridge, appears to have pleasing outlines to the eye, it may reasonably be taken for granted that the job as a whole is of good quality.

However good the adage may be, and there is little doubt that the statement is applicable in a very large number of cases, the average owner-driver who goes to select a new car may or may not have the trained eyes of an engineer, and unless he has some definite guide as to what are good points in car construction and what are undesirable characteristics, it is difficult for him to make up his mind and more difficult still is it for him to select a car that will give him long and faithful service, and satisfy all his particular requirements.

THE EXPERT EYE.

Leaving aside for the moment the consideration of coachwork—for all would-be motorists can very quickly tell whether a body on any particular chassis is suited to their needs or otherwise—there are a host of pertinent points on the chassis that require consideration. Nothing becomes more annoying after a time than a car which is inconvenient, and it is surprising how many ways a model car may be faulty in this respect. In the case of a copper and a-bestos is always advisable, for instance, to test the driving seat for ease of protrusion and exit when the hood is in position. While the enable a screw-driver or wedge majority of modern cars do not to be inserted to lift the head of the other casting? Several of these points are adjustable, but generally, for the placed in a position where a spanner can be put onto it quickly?

It is very unlikely that any car will run for ever without tyre trouble. Are the jack, the wheel brace and the jack-handle easy of access, or does their attainment necessitate debouching all the passengers into the road? These are but a few of the features that the prospective purchaser should inspect. An experienced period of ownership should be made before the car is taken to the dealer. In the first place, even going so far as taking a trial run. In the hands of an expert demonstrator even a car of only mediocre quality can be made to appear exceptionally attractive. Another useful hint for those passenger's knees or over bright who appreciate nicety in control, varnish, whenever the tank is replenished? Is the oil-filler, two front dum-irons, and alternately pushing down and pulling up, and what is more, can the oil pump on them in unison with the gauge be seen while the lubricant is being poured in through the funnel? Is there sufficient room for the lubricant to be fed to the engine from the universally used quart can without the need of a funnel?

POINTS IN ADJUSTMENT.

Is the starting-handle conveniently placed? Is the brake adjustment accessible, or does the operation of taking up the slackness that must inevitably develop in the brake controls demand that the owner-driver should lie on his back underneath the car and wrestle with rusted-up nuts and a spanner? Are the accumulators in a position where they can be quickly inspected and refilled with water?

Is the wiring so arranged that it will not become chafed and cause short circuits? Is it possible to focus the lamps, or must their mechanism be left so that they are always throwing too much light on one portion of the road and not sufficient on another? Is it easy to drain the sump? This is a particularly important feature, for nothing adds to the life and liveliness of an engine more than does constant replenishment of fresh lubricant. New comers to motoring are apt to overlook this fact, and are prone to run a new car thousands of miles without taking the trouble to rid the engine of dirt and sediment that must inevitably perspire from the pores of the metal during the earlier stages of its life. If the outlet be inaccessible there is little or no encouragement to drain the sump, with bad effects on the engine.

THE CYLINDER HEAD.

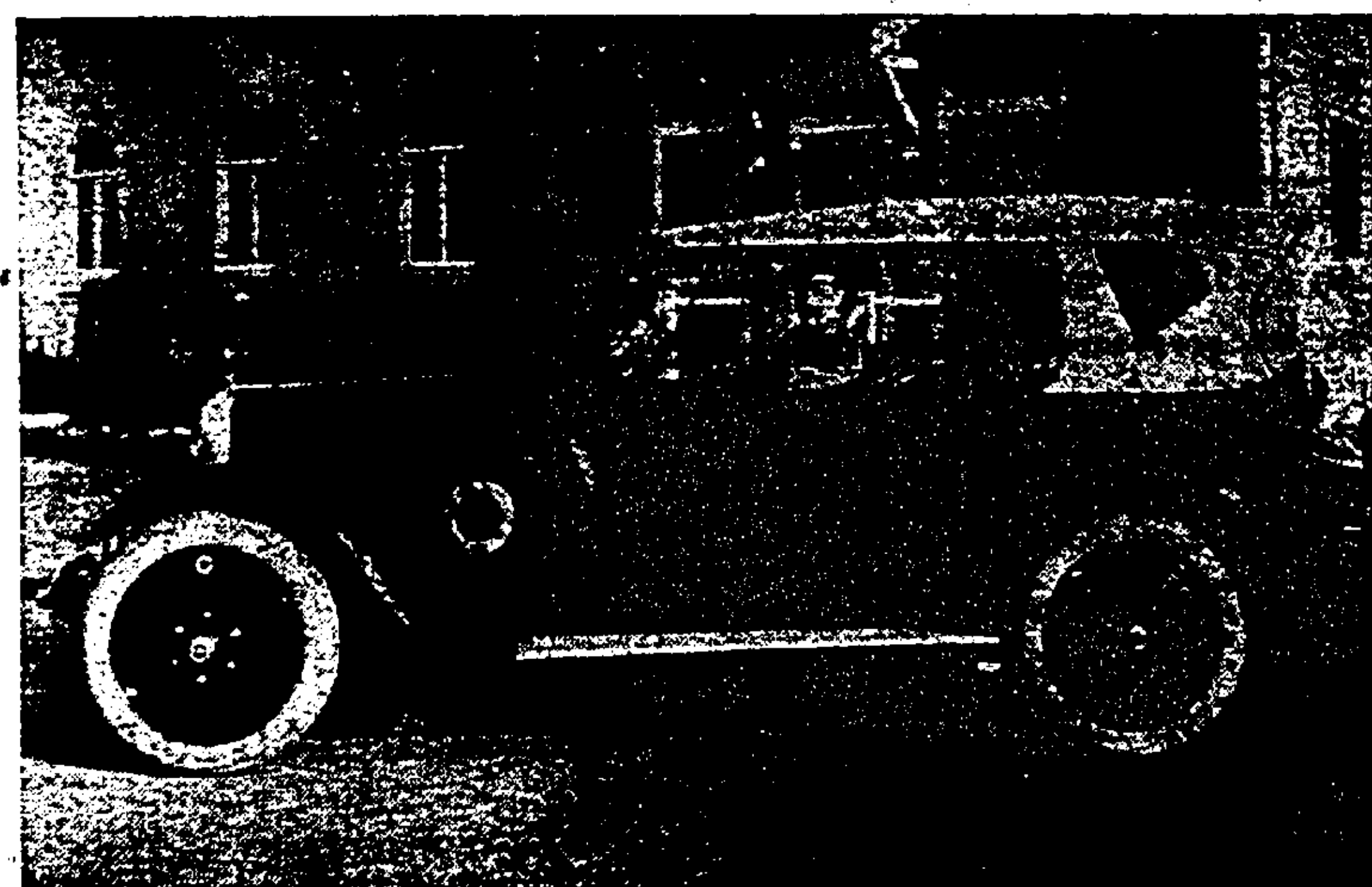
Other pertinent points rapidly come to mind. Are the valve tappets in a position where they can be adjusted easily, and do they require two spanners to carry out the operation, or will one suffice? If a detachable head be fitted, is it easy to get on and off? A point to be borne in mind in this connection is that, if a water pipe joint has to be broken when the head is removed, is it more likely than not that a new head will have to be fitted on each occasion? The same applies in the case of a copper and a-bestos joint. Again, are there to test the driving seat for ease of protrusion and exit when the hood is in position. While the enable a screw-driver or wedge majority of modern cars do not to be inserted to lift the head of the other casting? Several of these points are adjustable, but generally, for the placed in a position where a spanner can be put onto it quickly?

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THEY DON'T ALWAYS RIDE IN FLIVVERS.



In the cinemas, the comedian may ride in a wheezy old bus that splits in the centre right at the crucial moment, or spouts a geyser of steam into the air. But out of hours, they know just as much about flexibility, smoothness and all of those things that go with fine motor cars as the proud millionaire at whom they toss custard pies when the camera is ticking. At least, "Snub" Pollard does. This famous laughmaker for cinema-goers is shown in the above illustration ready for a jaunt in his new Studebaker Big-Six speedster.

HOW TO STOP SKIDDING.

Best Way to Regain Control of the Car.

Capt. E. de Normanville, writing in the *Daily Chronicle*, says: "Rear-wheel skidding is always most likely to occur when one rear wheel is revolving at a different speed from the other. As you know, the state of affairs is possible through the medium of the differential gear."

The tendency to skid is still more pronounced if both rear wheels are revolving at a speed or at speeds which do not correspond to the actual speed of the car. This again is possible through the intervention of our old friend "the diff."

VALUE OF BRAKE ADJUSTMENT.

The rear wheels will revolve at different speeds through two prime causes: (1) Their grip on the road surface is different; and (2) the degree to which they are subjected to braking-effort is different.

You cannot control variations in the road surface, but you can keep your brakes evenly adjusted. Therefore keep your brake adjustment on the two rear wheels equal. It is a useful aid to prevent skidding.

And, generally speaking, the brake which operates directly on the rear wheel drums is the type least likely to cause skidding if (mark the "if") the adjustment is even.

One more point in diagnosis before we start the cure. It is more or less obvious that if a

than the road wheels. The same criticism, however, applies, for the car would be hard to hold on a rough road surface.

If the rear lamp projects beyond the back of the car it is surely fated for early destruction. The float chamber of the carburettor should be in front, giving a greater height of petrol on hills. A consideration of all these points will be of direct benefit to those who intend buying a car.

rear wheel is revolving at a speed different from the actual speed, the grip of that wheel on the road is reduced.

That is why on greasy roads we avoid either sudden acceleration or sudden braking. A wheel revolving faster or slower than the speed corresponding to the car's forward movement, is more susceptible to lateral thrust.

HOW TO STEER.

Perhaps you don't like the phrase "lateral thrust"? Well, it just means a sideways push—and that is just what causes skidding. Sudden braking or sudden acceleration puts a sideways thrust on the back of the car. Never mind why for the moment. We now take the car out on the road. It's wretchedly greasy, so we toddle along at a gentle 25. We're trying hard to avoid the necessity of sudden braking, when a dog unexpectedly runs out from a hidden alleyway, and we're forced to use the brakes suddenly to avoid running over it.

The back of the car promptly swings round, and shows a marked desire to dash into the road side on our left. As danger of an immediate accident threatens from the left, there is a natural tendency to steer away from that danger. You must do exactly the opposite.

THE REASON WHY.

You must immediately turn the steering wheels sharply towards the side you are skidding into, and instantaneously give a smart dab to the pedal-brake.

This will have the effect of bringing the back of the car into a straight line, so that the vehicle again comes into a controllable position. I will try and explain why, as the knowledge of what happens is helpful.

Lay two lead pencils parallel on the table pointing away from you, but with the ends nearer to you leaning towards your left. Put them a couple of inches apart, and imagine they are the two side frame members of the car, as positioned when the rear is skidding towards the left.

Now take two pennies and hold them at the front end, also pointing to the left. They're your front

wheels when correcting the skid, so you picture them in positive connection with the pencil frame members.

When you dab on the imaginary brake pedal suddenly, you greatly increase the weight pressing those pennies to the tables, and also tend to stop their forward progression.

Is your mechanical instinct enough to visualise that the result of those two actions is a tendency to thrust the rear end of the pencils to the right? Anyhow, that's what does happen—and that's the best I can do in verbal explanation. I hope you've got the idea.

DON'T LOOK AT THE "GATE."

I wonder why so many novices find it almost impossible to change speed without looking at the "gate." This is a very bad habit to get into, for obvious reasons, and especially in traffic.

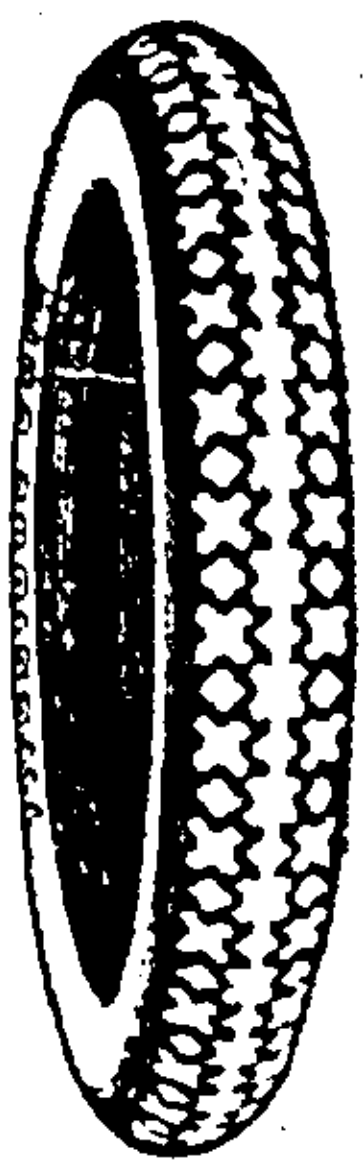
It is surely not difficult to memorise the positions of the lever for different speeds. Regarding the "gate" as a capital H, the cross-bar being "neutral." Each of your four speeds, or your three speeds and reverse, is at a point of the uprights. Thus, supposing first is inside forward, second straight back, third outside forward, and fourth outside back, it is easy to adopt the habit of pressing the lever towards you for first and second and pushing it away from you for third and top. Gentle pressure is all that is required; but normally in traffic changing gear is a straight backwards or forwards motion. Only when you actually stop need you cross that fearsome "gate."

A further article on this subject will appear in next week's *Motoring Supplement*.

NEW HUDSON MODEL.

The Hudson Motor Car Co. is adding a new five-passenger sedan body to its line. It is mounted on a standard Hudson chassis and is similar to the seven passenger type except for a soft top and deeper upholstery front and rear. The body is all aluminum, price \$1,995.

Firestone



Firestone Gum-Dipped Cords and Steam-Welded Tubes were the equipment on the cars taking the first four places and eight of the ten money positions in the Indianapolis, Indiana, Sweepstakes, May 30, 1923, WITHOUT A SINGLE TYRE FAILURE. Tommy Milton, the winner, averaged 91.44 miles per hour.



Most Miles Per Dollar

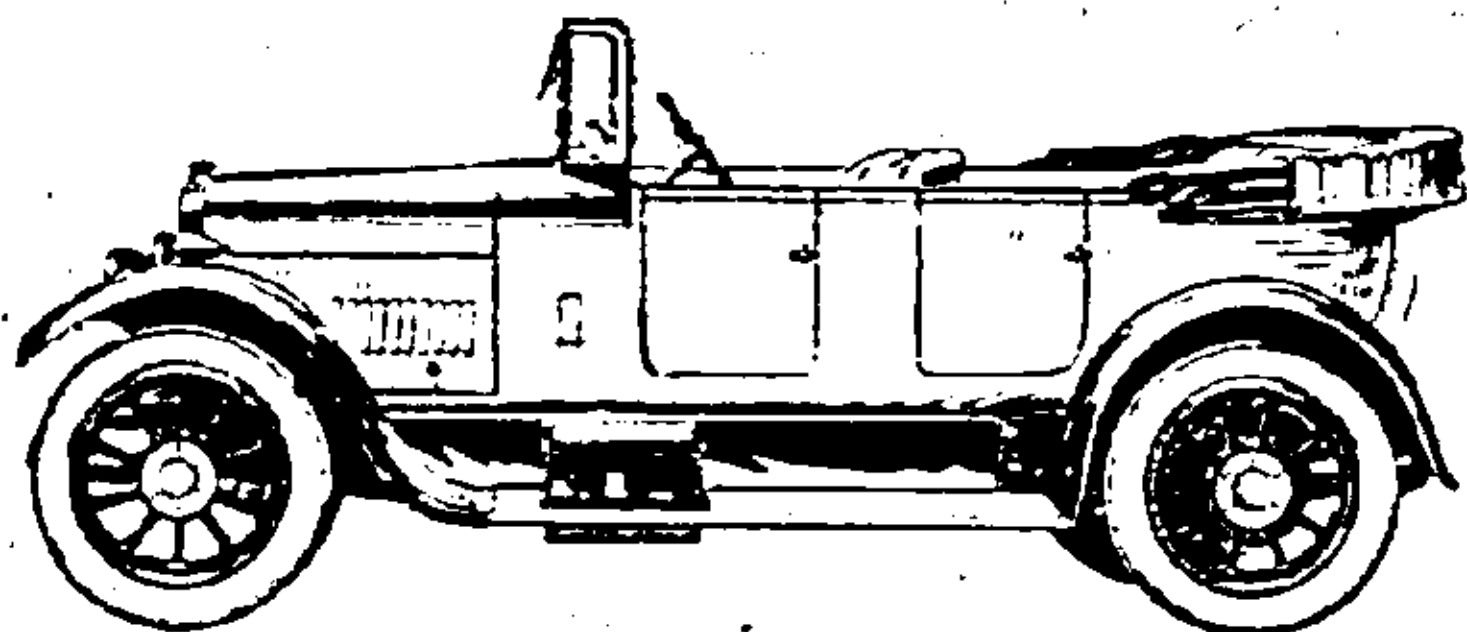
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BY FAR THE BEST VALUE IN THE MOTOR WORLD TO-DAY

COLONIAL MODEL

Brief Specification



The An British Car

DEMONSTRATION INVITED

Price £ 550

SPECIALLY BUILT AND GEARED FOR HONGKONG
HONGKONG HOTEL GARAGE
PHONE C. 32.

HONGKONG HOTEL Co., Ltd.

4 cylinder 17.9 H. P.
5-Passenger Touring Car.
Cape Cart Hood and Storm
Curtains. Upholstered in
Antique Brown Leather.
Dunlop-Detachable Spoke
Wheels. Dunlop (British)
Cord Tyres. One Spare
Wheel and Tyre. C.A.V.
Electric Lighting and
Starting. Speedometer;
Clock, Bulb, Horn, Lug-
gage Grid, Petrol Tin and
Holder.

CHANGING GEAR IN TRAFFIC.

More Difficult Than Ordinary Changes?

Some motorists find it more difficult to change gear in traffic than for the normal requirements of country touring. There is no mechanical reason for this, so that it is a matter of "nerves"—or some other personal factor.

I have sometimes found (says a Home writer) these complaints that the driver has contracted the bad habit of "looking at the gate" when gear changing. Any driver who has that habit—we see them daily in any large town—should start to get out of it.

It is only natural that such drivers should be more troubled with traffic gear changes. You must learn to do all gear changing movements entirely by "feel"—and if you will only try (those of you who do not already do so properly) it will soon become an automatic habit.

TRAFFIC DIFFERENCES

In some minor respects, however, there is a difference in traffic gear changing by comparison with ordinary touring work. Where you are likely to go astray—in regard to gear changing, of course—is the slower speed of the engine.

Suppose a three-speed car. Suppose you generally change from top to second when touring at 20 m.p.h. You have probably to accelerate your engine up to, say, 1,500 r.p.m. to make a good change. And it requires real acceleration.

Now do some traffic condition suppositions. Take the case when you have come down to 8 m.p.h. on top, and want to "nip into second" to ease the engine. The actual proportionate ratio of acceleration is still the same, of course. But the sound effect and the foot movement are entirely different. It is the "sound

effect" being so much reduced that it is apt to mislead one.

TOO MUCH ACCELERATION?

The result is that whereas in normal touring a driver is likely to under-accelerate for a change down, in traffic he is just as likely to over-accelerate, and that is what often happens.

If, therefore, you find difficulty in making a quiet change down when driving in traffic, try a little less acceleration and a slightly quicker movement of the gear lever as an experiment.

If the result is more "noise" some, you will know that it is more acceleration you want. If the result is better—you'll know the reason why. And if you move the change speed lever gently, and "come away" if there's a clash, you won't do any harm.

In any gear changing you must "come away" if there's a clash, and try again. That rule applies equally to traffic driving conditions as to touring. A little noise does no harm. It's the blatant "gr-r-r-r" which runs up the repair bill.

AN ALTERNATIVE METHOD.

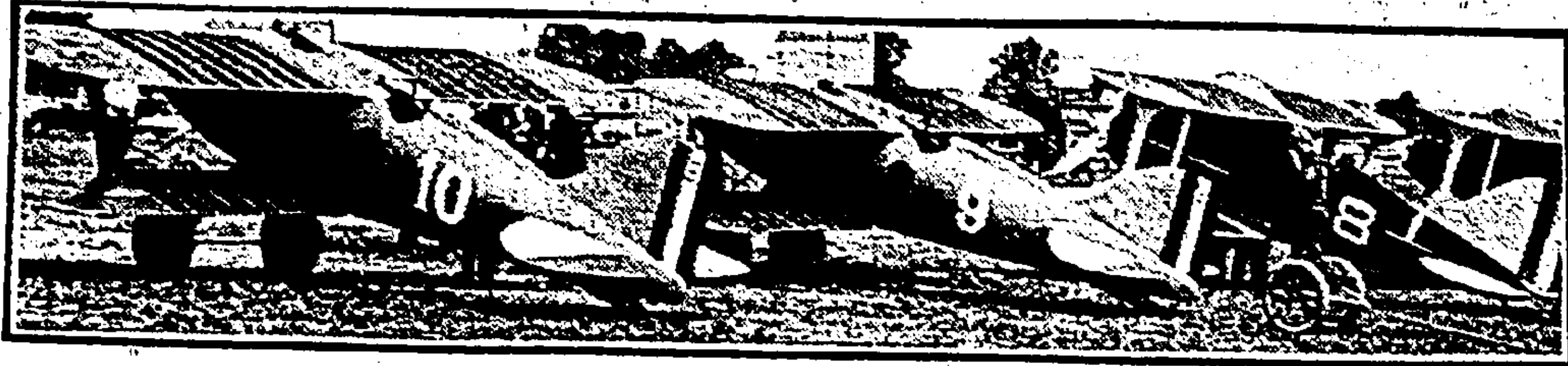
And if you still find difficulty in changing down quietly in traffic driving, here's another tip. Try the clutch slipping change. It is often successful at comparatively slow speeds, though it may be by no means harmonious at high speeds.

Proceed as follows. Exert a little pressure on the change speed lever with the view of pushing it straight across the gate from the top speed notch to the second—or third if there are four speeds.

The lever will not move. Now start to depress the clutch pedal, still maintaining that gentle push on the change speed lever. You must not take the clutch right out but when it starts to slip give a little extra push to the change speed lever—and through it will go with probably a quiet change.

The degree of success which will attend this manoeuvre will vary with different cars and different types of clutch. But with most modern cars and most modern clutches the type of change is simple to accomplish.

THESE MACHINES FLY FOUR MILES A MINUTE.



The first two machines seen above are Curtiss racers, in which Lieutenant Harold Brow and Ensign A.J. Williams recently made world records. The third is the Wright T-3. The other is also a Wright racer.

MOTOR TYRES.

The New Development.

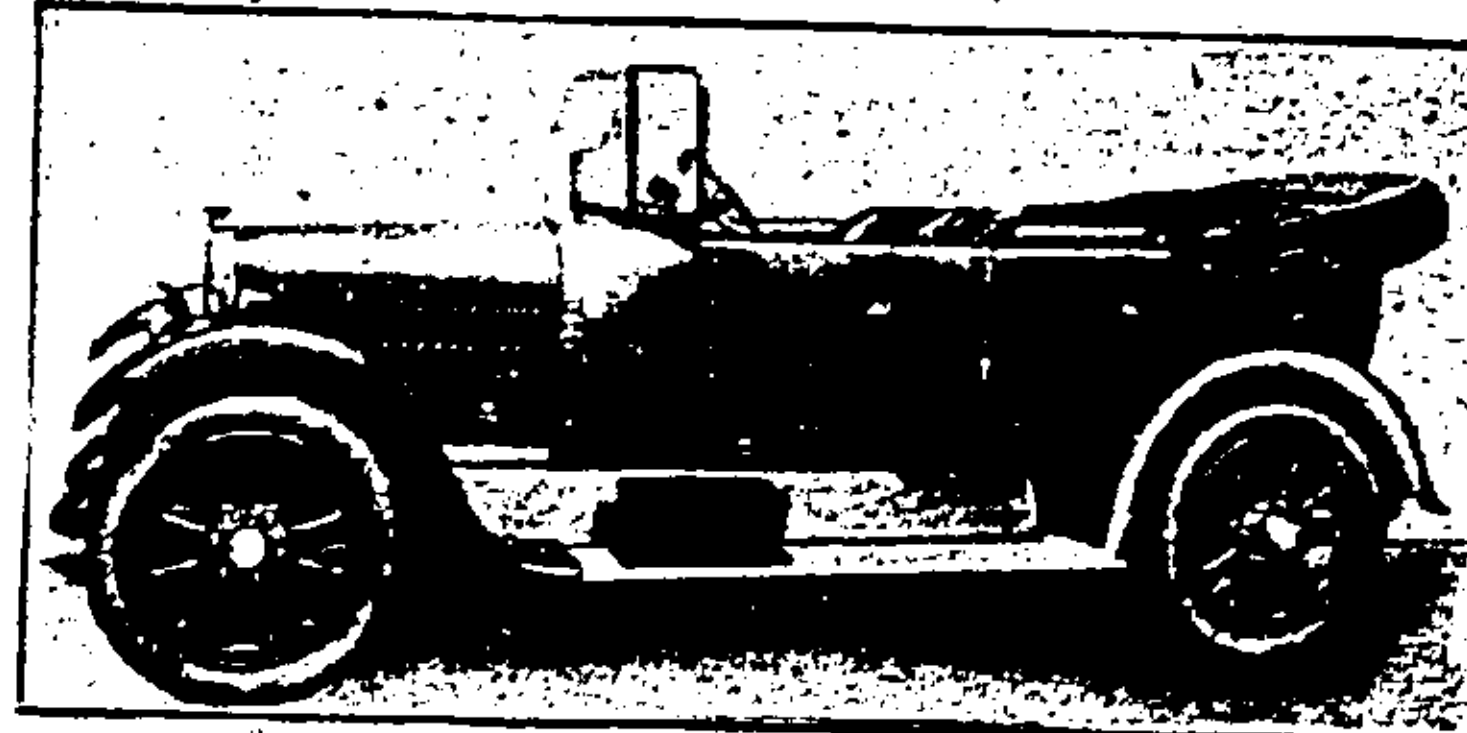
In the *Observer*, Mr. H. Massac-Buist writes as follows:—

Since I wrote in these columns on the subject of coming standardisation of balloon tyres, as some call them, comfort as others style them, and oversize pneumatics as we should correctly describe them, the trade has been bringing to a head plans which have been maturing for a long time. Thus, at the Paris Salon, Michelin will introduce large section, low pressure tyres as standard on a number of French cars, including particularly the smallest varieties, such as the small Citroën, the 8.9-h.p. Renault, the little Peugeot, and so forth. At the November show Dunlop, who fitted a 12-h.p. Rover car with this type of tyre as far back as 1916, will introduce this type as standard. The advantage of running a very much larger section type relatively slack is that it hides faults of springing for which the chassis manufacturer is responsible. Advantage is being taken of the vast strides that the tyre industry has achieved to make pneumatics work under these conditions despite the extra duty imposed inevitably.

There is a wide difference, however, between running ordinary tyres at lower pressures and

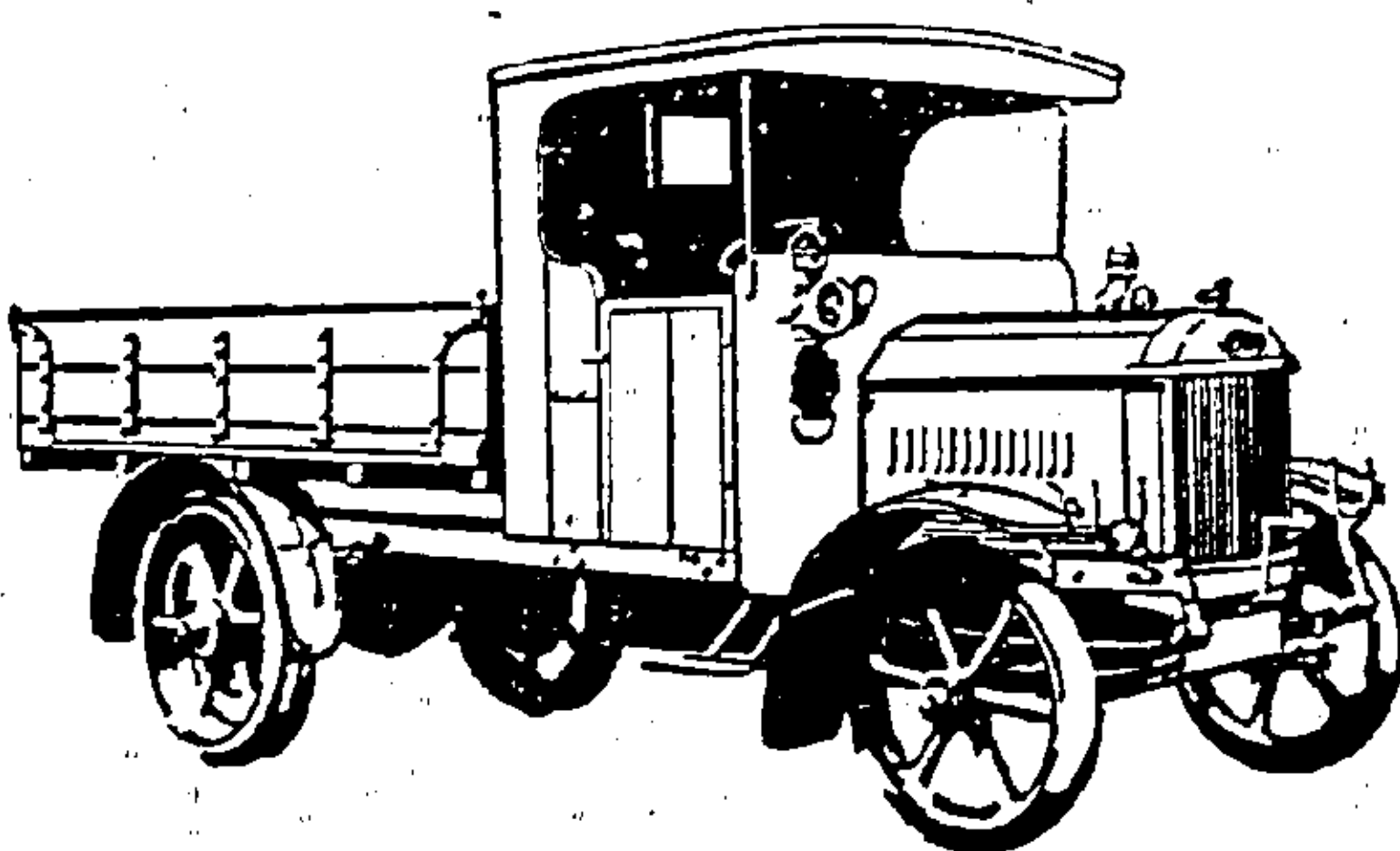
these large section ones, because the latter are mounted on wheels of smaller diameter with, nevertheless, proportionately much wider rims. Consequently there is not the same tendency to nip tubes and impose unsafe side strains, such as might cause the tyre to leap from the rim. But the movement is one which, far from advancing the study of suspension in cars, is apt to lead to its still further neglect by the lazy designer, since, obviously, the cheap chassis maker of the designer with little knowledge, will not trouble to pursue a very intricate task if he can thrust it on one side by relying on another industry, namely, that concerned with the production of pneumatic tyres, to do for him the work which he ought to undertake himself. I have no compliments to pay to any chassis maker who requires large section, low pressure tyres. But I salute the tyre industry for its enterprise in coming forward to make up the too obvious defects of sundry chassis makers. There is another phase of this lower pressure tyre movement that is undesirable, in my opinion. Already the mere talk about it is leading folk all over the country to run their ordinary tyres at lower pressures. We shall have to undertake a long campaign of education before we can expect to get anywhere near, sound sense in the matter.

THE "ARROL-JOHNSTON" CAR.



The new 17.9 h.p. "Arrol-Johnston" open touring model five-seater. With storm curtains and full equipment including C. A. V. lighting and starting, speedometer, etc., it sells at £550.

Dennis MOTORS



As used by The Hongkong Government.

2-2½ ton truck chassis—£740.—0—0
c.i.l. Hongkong.

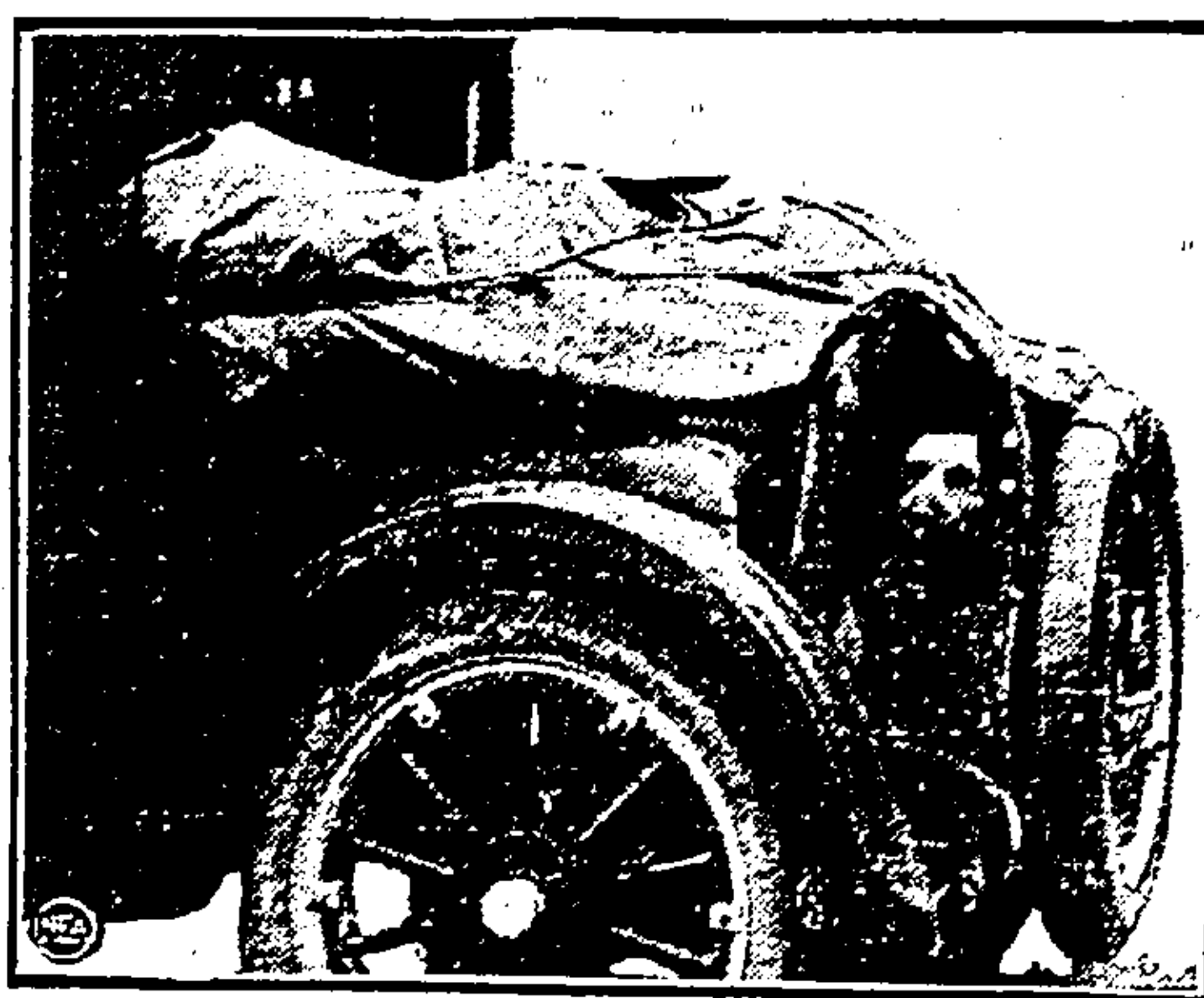
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FIDO RIDES IN COMFORT.



Here's a novel way to take doggie for a motor spin.

150 MILE RACE.

ANOTHER FIRESTONE SUCCESS.

On September 29 there occurred the 150 mile National Championship Race at Fresno, California, on a one mile board track. Harry Hartz, winner of the event, wired immediately after the race as follows:—"Firestone tyres to-day brought me to victory, winning 150 miles San Joaquin Valley classic without a stop. Average speed one hundred three and six tenths miles per hour. You are to be congratulated on your ability to build such an excellent tyre."

Following Hartz were Hearne, second; Wonderlich, third; Comer, fourth; Fengler, fifth—all Firestone equipped. Hartz averaged 103.6 miles per hour—a world's record for 122 inch motors on a one mile board speedway.

The first five men finished without a tyre change; the first four, without a stop—an unparalleled tyre performance on a track that is recognized as the hardest of its kind both on tyres and machines.

The lessons Firestone has learned in the gruelling service of the speedway are applied to the building of their regular cord tyre. The same materials and methods of construction are employed.

1924 HARLEY-DAVIDSON

NEW ALEMIT LUBRICATING SYSTEM

NEW MOTOR CUTS VIBRATION IN HALF

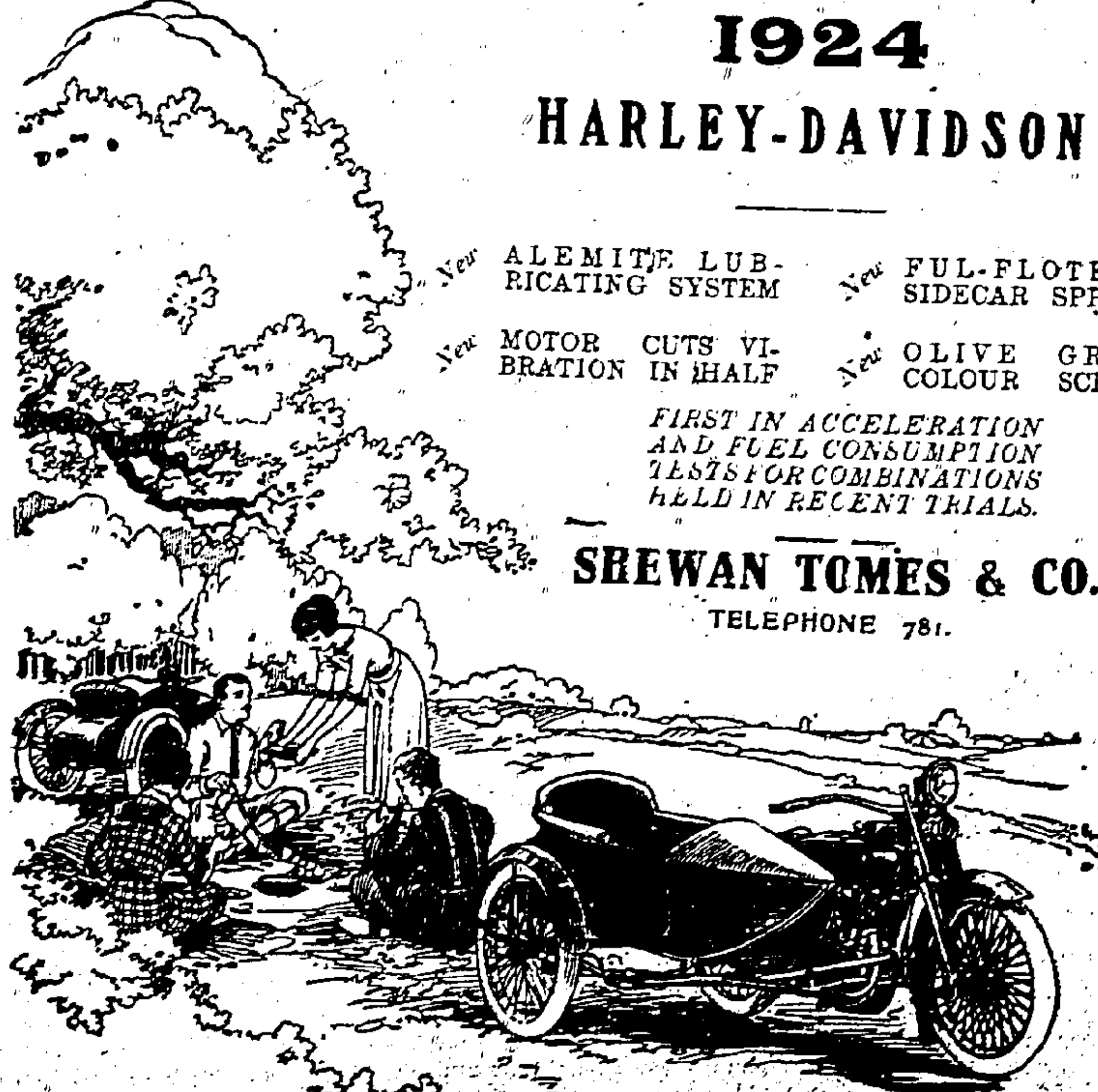
NEW FULL-FLOTEING SIDE CAR SPRINGS

NEW OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION AND FUEL CONSUMPTION TESTS FOR COMBINATIONS HELD IN RECENT TRIALS.

SHEWAN TOMES & CO.

TELEPHONE 781.





"Yessir--I Know Just Who Can Doctor Up Por' Little Flivver."

"—and I know that when the DRAGON MOTOR CAR COMPANY cures a car's aches and pains that car stays cured."

"Another reason why I'm going there is because I won't have to hock the fam'ly jewels to pay a big repair bill."

Their up-to-date equipment gets the job done quickly and saves me money."

THE DRAGON MOTOR CAR CO., LTD.

Expert European Supervision.
Telephone Central 3050. A. J. Allison, Service Manager.

PROOF

The triumphs of Shell in the French Grand Prix, the Boulogne Grand Prix, the Aerial Derby, the King's Cup, the historic Atlantic and Australian flights, are one form of proof of superiority. Another is the evidence of

Prominent Motor Journalists
who have witnessed the testing of Shell:

MR. H. MASSAC BUIST in *The Observer*.
"A higher 'useful compression' than any other of the well-known brands."

CAPT. E. DE NORMANVILLE in *The Motor Owner*.
"The superiority of Shell... so convincingly demonstrated."

MR. J. OWEN in *The Referee*.
"In every case Shell Motor Spirit went further than the others."

MR. ARTHUR J. SALMON in *The Daily Graphic*.
"Shell came out on top to a remarkable extent."

SHELL

DEVELOPS THE UTMOST HORSE-POWER

THE ASIATIC PETROLEUM CO., LTD.

35TH BIRTHDAY.

DUNLOP CELEBRATIONS.

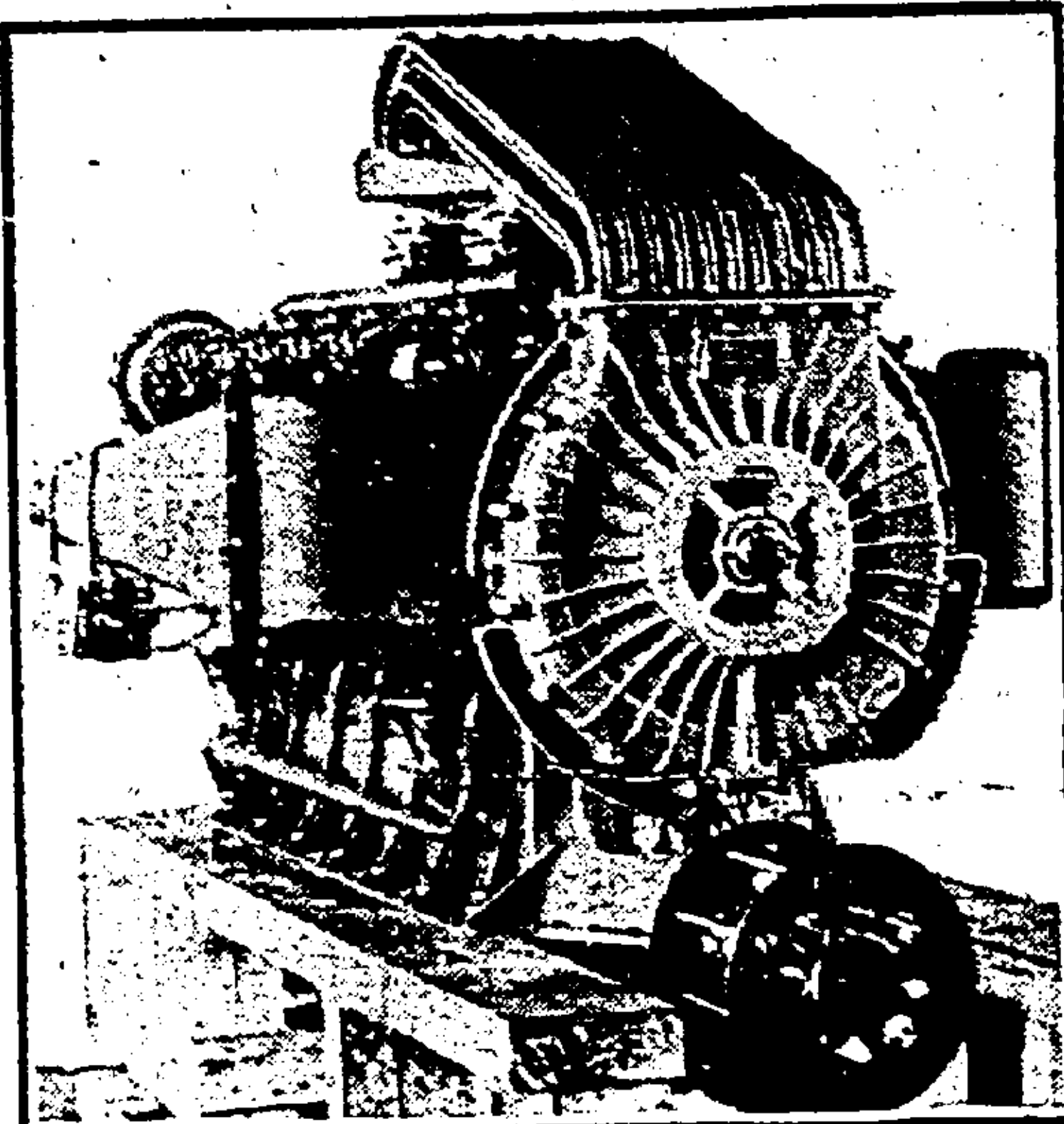
Thirty-five years ago, in 1888, the first Dunlop pneumatic tyre was patented and the present huge organisation which has been built on the slender yet secure foundation started by the late Mr. J. B. Dunlop signalled the anniversary by giving a special luncheon at Fort Dunlop, and arranging for a demonstration of the company's working methods. In an address to the assembled guests, Sir Eric Geddes, Chairman of the Company, and late Minister of Transport in the British Government, referred briefly to the activities of the Company in all parts of the world. Dunlop have their own rubber estates in the Malay Peninsula, their own cotton mills in Lancashire covering 30 acres, a wheel-building factory in Coventry, and tyre-manufacturing plants in Birmingham, France, Germany, United States of America, Canada, Australia, and Japan. Approximately 95 per cent. of British cars standardise Dunlop tyres to-day.

"I honestly believe," said Sir Eric Geddes, "and, speaking as Chairman of Dunlop, I would tell you if I did not believe it—that there is no tyre to-day equal to the Dunlop best."

At the Fort Dunlop Works there are 10,000 employees, and if the Company were working fully they could probably employ twice that number of hands. To-day, of all their factories Birmingham holds the proud place of being first in efficiency. Sixty-one per cent. of the adult male employees are ex-service men; and one-third of them have drawn the disability pension.

TOURING ROUND AMERICA.
Two enthusiastic American motor cyclists are engaged in making a complete circuit of the U.S.A. on their Indian and side-car. Their tour will last about 12 months, and they expect to cover 15,000 miles before returning to New York.

AID TO AERIAL ENGINE.



Above is shown a new supercharger, or engine oxygen booster, which will make possible the attainment of higher altitude records by aeroplanes than are at present known. The supercharger is a small contrivance mounted at the back of the propeller blade on the front end of the Liberty motor. It is operated from the red-hot exhaust from the motor and weighs about 140 pounds. At 35,000 feet it will increase the power of the Liberty motor by at least 280 horsepower.

COST OF MOTORING.

SOME OF THE BENEFITS.
Writing in *Indian and Eastern Motors*, Capt. Victor Beveridge says:

Time and time again I am asked the question "How much does it cost to run a motor car?" It is very difficult to make a reply which is satisfactory but it means so much to the intending motorist that I would like to give some helpful information to those who do me the honour of reading these monthly notes.

Naturally I cannot place a money value on the various items, they are so different in the many countries in which random notes are read, but a little local enquiry will fill out the necessary particulars.

First there is the motor spirit. Most light cars, even sixes, give in these days, anything from 25 to 40 miles per gallon. I dare say an average of 30 miles will be about right and lubricating oil should be used freely, that is the oil should not be allowed to remain in the crankcase for more than 1,000 miles. Indeed it is a true economy to replace the lubricant every 500 miles—and a good brand should be used.

In the old canvas tyre days we were pleased to make 5,000 miles with a set of tyres, that was maximum mileage—now with cord tyres it is not unusual to run 12,000 to 15,000 miles on a set. After 7,000 miles of running, the front tyres should be placed on the driving wheels and the rear tyres put in front, in this way the greatest mileage will be secured.

If the car is driven carefully it is astonishing how little repair work is necessary, but an overhaul after 10,000 miles will probably save later and larger renewal expenses.

In your budget you must allow a yearly sum for depreciation and this sum should be banked each year, that when the time comes to get a new car you have the necessary sum ready. Otherwise you may not have the requisite amount available when the old car is worn out and a new one is wanted. Of course the various deferred payment plans make this easier, but I personally believe in paying outright for a car at the beginning.

Insurance and where necessary rent of a garage must not be forgotten.

And lastly you will in all probability motor about 5,000 miles a year if you only use your car for pleasure, but most men find that the car is a useful business aid and use it accordingly. The car of to-day is good for at least 50,000 miles running, where care is exercised in driving and a moderate sum is spent on upkeep and repair.

Against the cost of the car there are a hundred benefits to be put, actual savings of time and money, not to mention the health and family happiness which the possession of a car invariably brings with it.

RACE OVER MOUNTAIN COURSE.

STUDEBAKER WINS UNIQUE EVENT.

Usually motor races are held on level stretches or circular tracks. But the annual Pike's Peak race held in the United States is different. Its course winds over a mountain road leading to the summit of Pike's Peak—with the finish line high above the clouds!

The 1923 event of this unique race was recently held, with the usual widespread interest manifested in it by motorists and automobile manufacturers.

Mr. Charles H. Myers, driving a Studebaker Big-Six won event No. 3 in the race. The length of the course is 12 miles, over which there is a climb of 2,000 feet. Myers' time for the distance was 19 minutes, 21-2-5 seconds. This is the fastest time ever made over the route by cars with a minimum weight of 2,000 pounds.

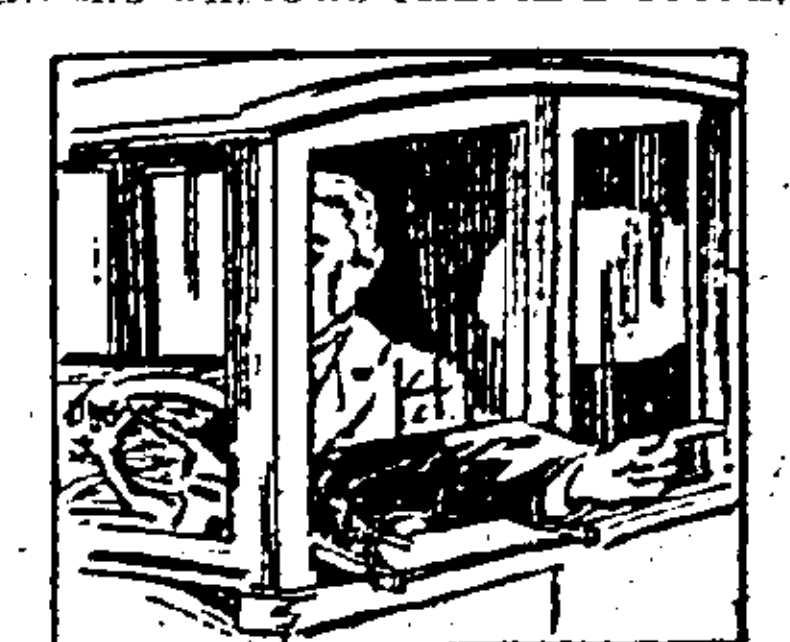
Before the race, Myers was not considered as a possible winner by the large crowd which thronged the course. It was evident, however, as the powerful Studebaker dashed to the front at the first quarter that Myers would finish among the leaders.

It is customary for many motor car manufacturers to build special cars for the Pike's Peak race, which are usually radically different from their stock models. It is therefore significant that Myers won his classification with a Big-Six on which he had made only six adjustments over the original design. A member of the technical board, which inspects all cars the day previous to the race, made the statement that the Studebaker was the nearest stock car entered in the contest.

Cars entered in the Pike's Peak race are divided into three classes governed by weight and piston displacement. Class three—of which the Studebaker Big-Six was the winner—was open to cars with motors having a piston displacement of 300 cubic inches and over, and a minimum weight of 2,000 pounds.

WINDOWS FOR SIGNALS.

Stormy or cold weather keeps all the windows shut in a sedan.



yet the driver may put out his left hand for signalling without discomforting the people within. All he does is push out a small lower section of the front window, which is made especially for this purpose, as shown.

MILEAGE

GIVEN BY TYRES IS THE MAIN FACTOR IN YOUR RUNNING COSTS.

DUNLOP CORDS

GIVE LONGER MILEAGE

AND REDUCE YOUR PETROL CONSUMPTION

FIT DUNLOPS, AND BE SATISFIED

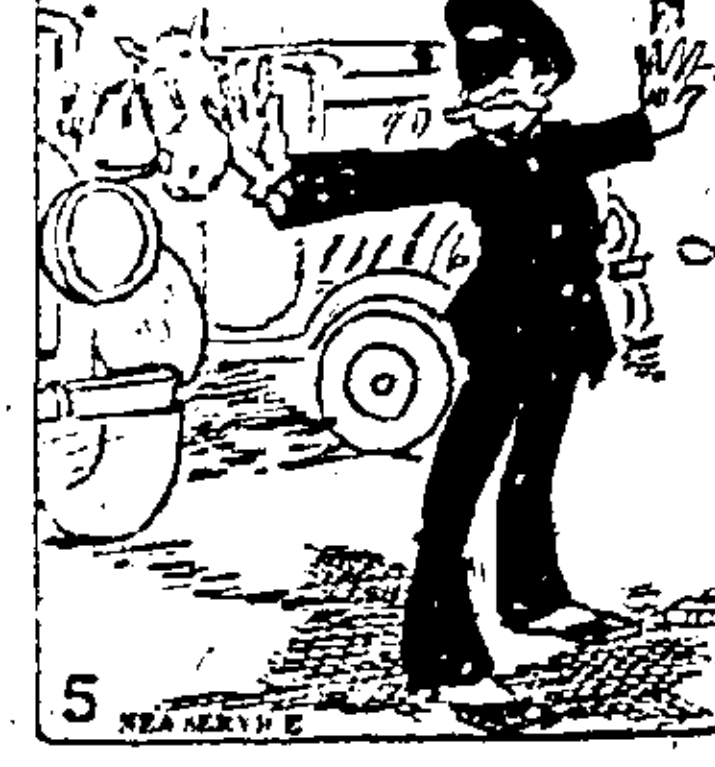
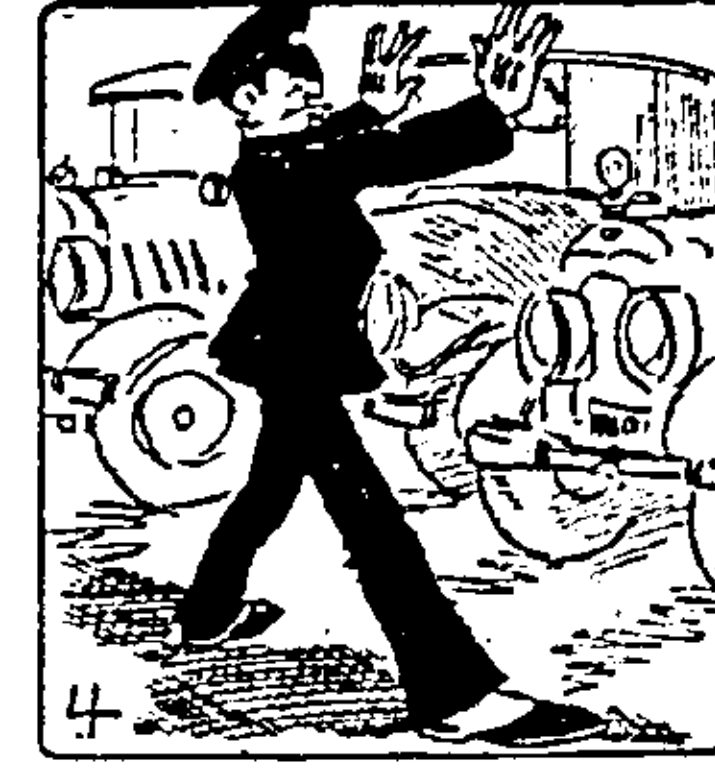
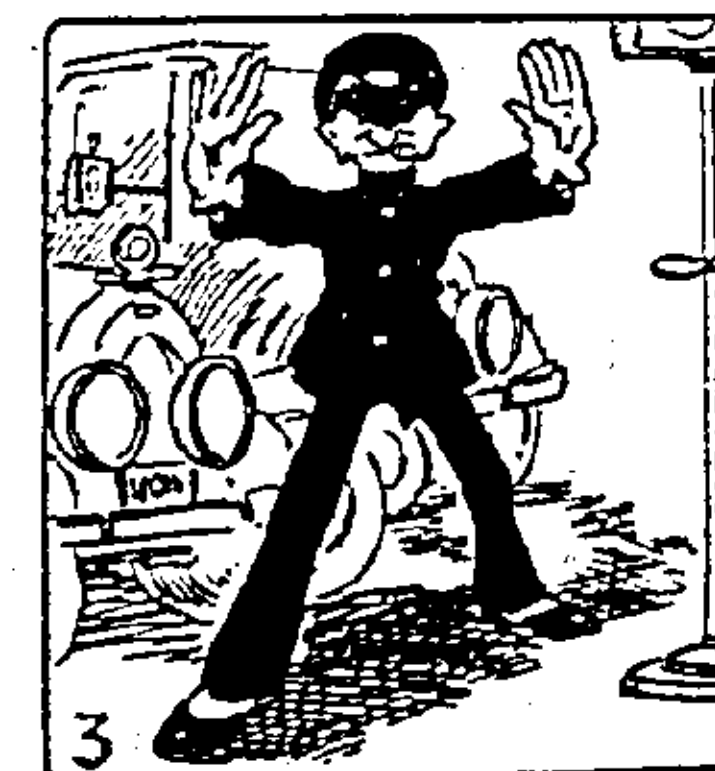
AS SUPPLIED TO THE HONGKONG GOVERNMENT

DUNLOP

Rubber Co. (China), Ltd. Founders throughout the World of the Pneumatic Tyre Industry. 1A, Chater Road. HONGKONG Phone C4554.

Obtainable in all sizes from stocks carried by The Hongkong and Kowloon Taricab Co., Ltd., Kowloon, and J. Gibbs & Co., Alexandra Buildings, C704 (Sundays and Holidays C4532).

RIGHT OF WAY.



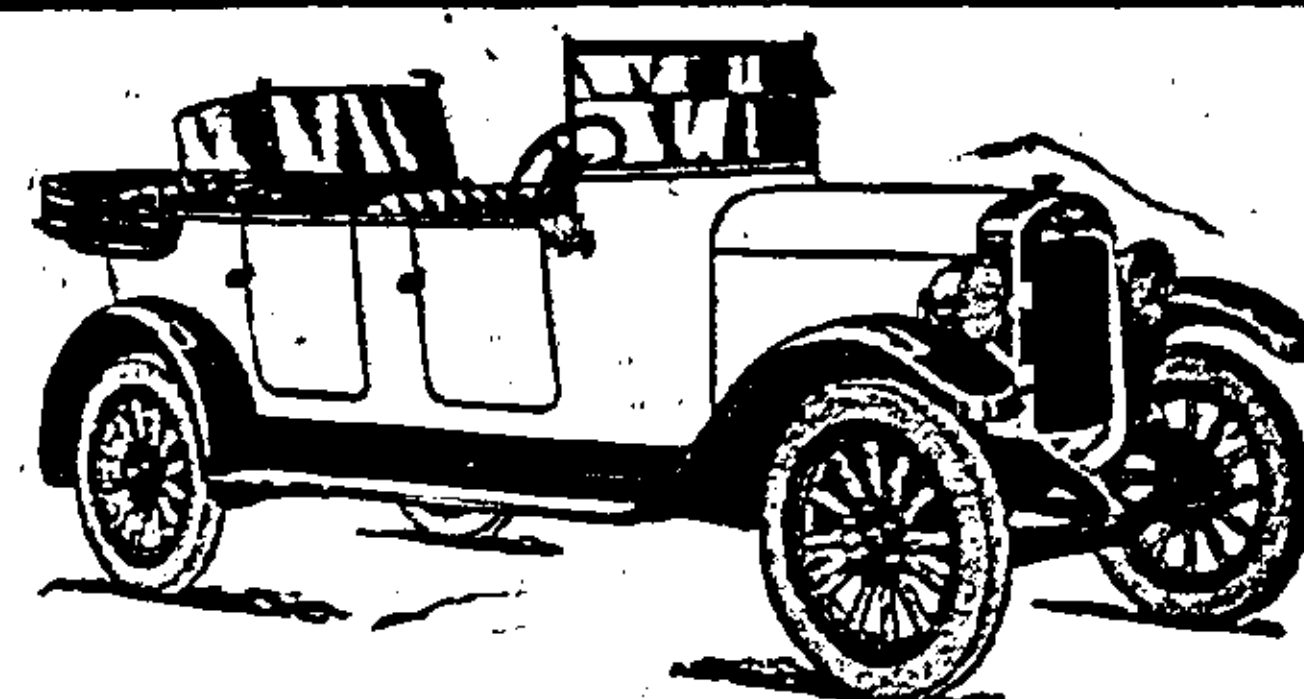
MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING.



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty-h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Austin

Prompt shipment on all other models. Catalogues may be obtained from the

SOLE AGENTS:

Alex. Ross & Company,

(China) Limited.

Bank of China Building, Duddell Street.

Telephone Central 2487.

WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition—

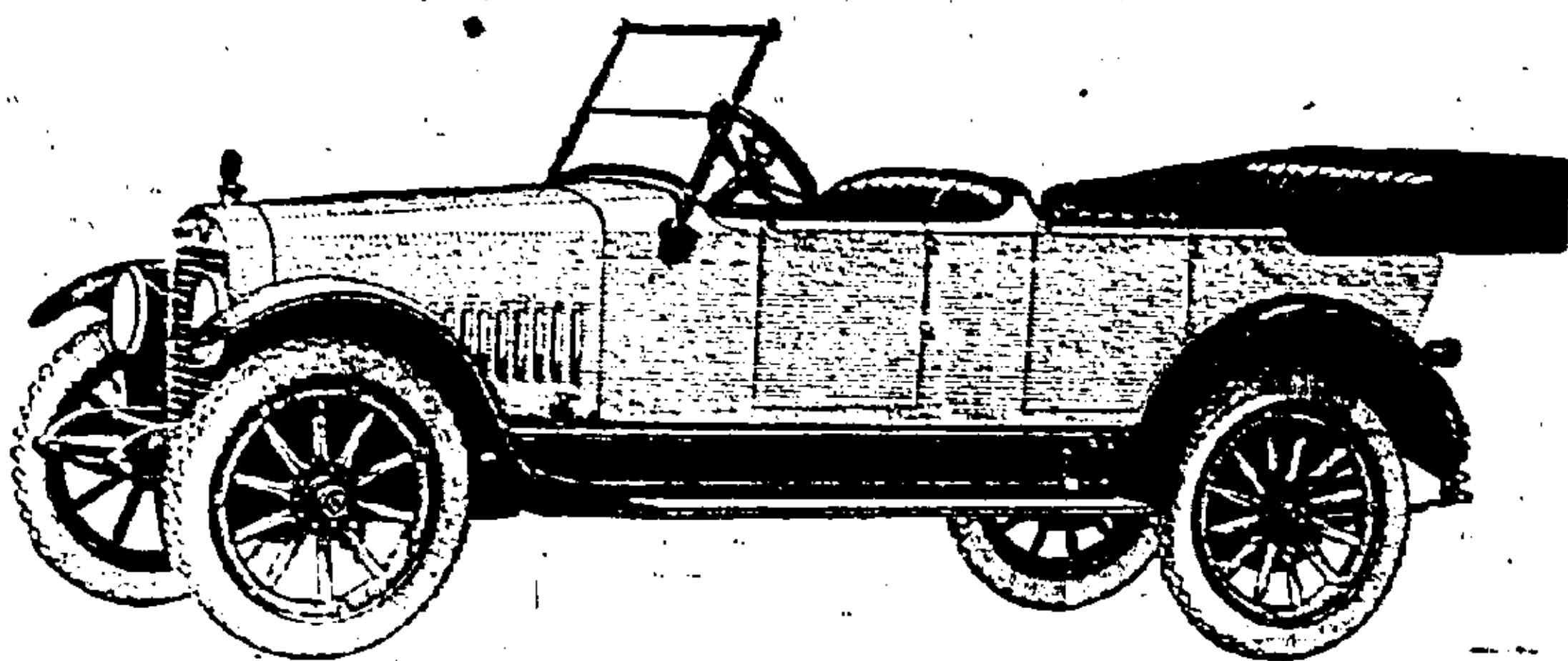
OLDSMOBILES	5 Seaters, at \$1,350.00
STUDEBAKERS	5 Seaters, at \$1,500.00
ESSEXES	5 Seaters, at \$1,500.00
ESSEX SEDAN	5 Seaters, at \$3,000.00

Write for full particulars to:—

P.O. Box 635 or Tel. K765 (After 7 p.m.)

DEMONSTRATION TRIPS ON REQUEST.

H U D S O N



Why Hudson Owners Buy Hudsons Again and Again

Most Hudson owners remain Hudson owners. They find nothing to tempt them elsewhere. Some have owned five, ten, sixteen successive Hudsons.

They have found each succeeding Hudson a better, smoother, finer car.

Those who drive to-day's Super-Six call it the greatest Hudson ever built. Its price makes it conspicuous not only among cars of comparable fineness, but even among those that you never classify with Hudson in quality.

4-passenger Hudson Touring... \$3,900
7-passenger Hudson Touring... \$4,000
HUDSON also builds the ESSEX
5-passenger Essex Touring... \$3,000
(Above prices include five cord tyres on five wire wheels.)

These Letters Typical of What All Say

"The wonderful service I have had from eight previous Hudsons, including all models, operated under all conditions, has just resulted in the purchase of my ninth Hudson."

JOHN F. GLYNN, Jr.
The Penn Mutual Life Insurance Co.
New Orleans, La.

"I have owned seven Hudsons in succession. The fact that I have stuck to Hudsons for so many years indicates their excellent service."

J. C. BILLINGSLEY,
Chicago, Ill.

"We have owned four Hudsons in succession. Our next car will be a Hudson. There are cars that cost more money, but I am sure they cannot give more satisfaction than the Hudson Super-six."

ALEX. J. BAXTER,
Schenectady, N. Y.

The DRAGON MOTOR CAR Co., Ltd.

Latest Models on View at our Show Rooms and Service Station
Wong Nei Chung Road, Happy Valley. Telephone Central 3950.

DO ROAD HOGS LOOK IT!

The Universal Safer Driving Movement.

It does not appear to be understood generally, says Mr. H. Massac Buisson in the *Observer*, that the agitation concerning undesirable motor driving is not confined to this country. On the contrary, the matter has reached an even more forward stage in America, in that there the industry is playing a very prominent part in the campaign to induce safer methods of driving. We are all familiar with the road-hog "who looks it," but how many are familiar with the fact that a very large proportion of road-hogging is indulged in by those who do not look it, and who one would never suspect from their temperament that they would be guilty of any such thing? Yet this is a trait to be borne in mind by the motorist when making his lightning estimate, as he must do, of the character and capacity of other road users whom he encounters.

Some of the worst cases of really bad driving are occasioned, not by youth, but by timid, shrunken-figured, middle-aged little men who in private life would not say "boo" to a goose. This type of road-hog is the unconscious variety. He is always doing the wrong thing, and he never realises it. He does not improve his dangerous driving with the passage of time for the simple reason that he never seems to imagine that anything he does occasions danger. He looks upon danger as something that happens inevitably in the course of motor-ing, and for which one is not responsible simply because one does not desire personally to cause either inconvenience, or to drive as a danger to one's fellow-citizens. In many senses he is the more difficult type of road-hog, despite his quite inoffensive intentions, than the man who sets out to be a hog and who, therefore, knows all the time he is doing wrong. When such a one gets a scare now and again, at least he is inclined to go more cautiously for a spell.

But the man who is never aware that he is a road-hog when he is actually being one is as near an incurable case as you can come across, and is also the most dangerous for other road-users to encounter. Generally, he is a man who has difficulty in handling the mechanism of his

car at all, and, certainly, he never masters anything in the nature of changing gear. In consequence, his general practice will be to rush every hill with a view to "hanging on to the top gear" if it is possible to negotiate it that way. If it is not, generally he begins changing speed when the engine is at its last gasp, and in his ineffective efforts to do that his gaze is directed mainly to the floor-board, while it ought to be fixed on the road, with the net result that generally he stops his engine in the act of changing speed and, when he becomes aware of anything else, he finds himself athwart the way at a curve, if not an actual corner of the road.

He is the sort of driver who makes you feel powerless to upbraid him because, if he is involved in an accident, the first thing he does quite rightly is to drive straight to the nearest police station and, in his excess of zeal, point out that he is entirely responsible for all the damage and trouble caused, and so forth. But, unfortunately that does not dispose of the fact that he occasions accidents, damage, and injury. Like a Bourbon, he forgets nothing and he learns nothing. That is the trouble. If anybody can discover a means of making this class of motorist—which is by no means an inconsiderable type numerically—aware of the fact that it has everything to learn, and that it can learn it he will be conferring a blessing on the movement.

300 CARS A DAY.

This has been the greatest season for automobile tourists Montreal has ever experienced, according to the Secretary of the Automobile Club of Canada. Cars, he stated, had come into the city over the King Edward Highway at the rate of two hundred a day, the unusual number from California, Florida, Carolina and Virginia being noticeable.

A HARDY ANNUAL

Once again the question of tyre price cutting is to receive the attention of the motor industry. Annual efforts, says a motoring paper, have been made to put a check on the practice of granting big discounts to the car owner, for those people who are best able to grant these big discounts are the "hole in the wall vendors" who do an amazingly big business owing to the absence of overhead charges and, we believe, dealing in stolen goods. The result is that the big motor houses lose a large and profitable business, for with their big overhead charges they cannot possibly compete. To get the motor tyre importing houses to combine is asking the impossible. Competition is too keen, and to our mind the only remedy is to ask the Government to add 25 per cent. to the import duty on tyres, and reduce to 15 per cent. the import duty on cars. By this method the motor tyre importing houses will not be able to grant big discounts to any tyre dealers and thereby put an end to a state of business which yields but a poor return to the motor houses.

YOU give your car every care it should have, perhaps—save one. You may always thoughtlessly say, "Give me a quart of oil."

Queer unexpected knocks come. Repair bills seem high and frequent. Operating troubles multiply. The repair man simply can't keep the engine sweet. You expected to keep the car five seasons. But the engine already shows signs of age.

All around you are men who don't turn cars in every season or two—who aren't constantly face-to-face with unexpected repair bills—who climb long hills easily and quietly even when the car is old.

They are the men who fondle their car a bit, keep them up well. And they are particularly careful about lubrication.

Have you ever noticed how many of them are enthusiasts on Gargoyle Mobiloil?

NOW FOR ECONOMY.

People are learning that they have a right to expect more from their lubrication. More automobile owners will learn the lesson this year than ever before. More will wake up to the fact that incorrect lubrication doubles engine repair bills. Instead of saying "Give me a quart of oil" they will ask for the correct grade of Gargoyle Mobiloil.

USE ONLY



Mobiloil

Make the chart your guide

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

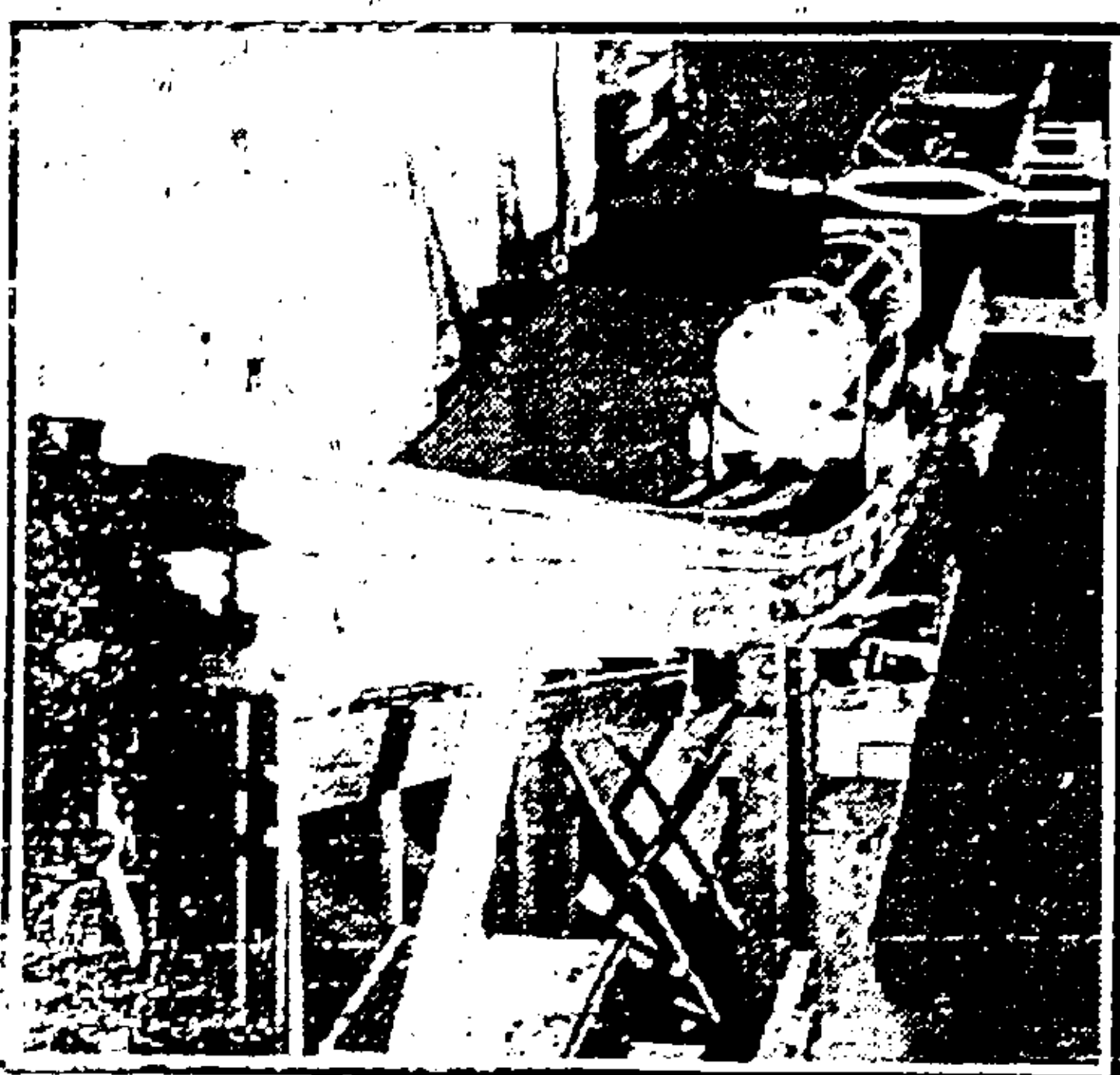
De Sousa & Company, Limited.

Sole Agents for South China.

2nd. Floor, St. George's Building. Telephone C. No. 1264.

TESTING MOTOR PARTS.

INVENTIONS RECEIVE ROUGH TREATMENT.



"Treat 'em rough," is the slogan of the Underwriters' Laboratories at Chicago when it comes to testing the supposed thief-proof, or accident-proof devices of fond inventors.

The "rough" includes heating from safes red hot and dropping them 30 feet onto a pile of bricks, or subjecting a neat little ignition lock to the torture of the middle ages. With the inventor himself it is necessary often to be gentle and tactful in breaking the news that his idea failed. In many cases, the inventors are helped to re-design their appliances on sturdier lines.

Notice the test for automobile bumpers, shown in the picture above. Eight or ten are tried out every month. The testing machine is a roller coaster inclined track, bearing a 2,000-pound car which has a rounded beak shaped like a section of telegraph pole. A new bumper is attached to a chassis anchored at the lower end of the track.

A cable pulls the car five feet up the incline, and it is released. "Bang" it smashes into the bumper, a gauge methodically recording the dent it produces. There follows a bombardment from 8, 16, 14 and 18 feet.

Then there are appliances such as ammeters, fire extinguishers and gear locks which may loosen under the bumps of road service. They are placed on the "shimmy table" and given a systematic shaking for a day or a week, the equivalent of thousands of miles of driving. If the vibration loosens the joints, there is more work for the designer.

Mufflers are attached to an engine exhaust pipe, and charge after charge of gas is exploded in them. A ripped muffler is a fertile source of automobile fires. The laboratory soon finds out if a given muffler will hold fast or rip. Seventy makes of automobiles have been examined by the laboratories. Twenty of them now are given the rating of "Standard Fire," indicating the passage of the highest tests of safety against fire. One manufacturer last year spent \$150,000 to rebuild his plant to conform his car to underwriters' standards.

A balanced tyre is as strong in all parts as in any one part. Royal Cord Tyres are balanced tyres.

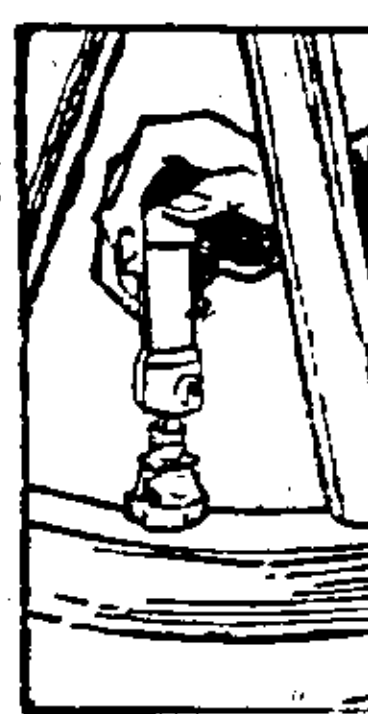
United States Rubber Co. (S.A.) Ltd.
Stocks held by the HONGKONG HOTEL GARAGE

Royal Cord

A Dominion Tyre

THE HONGKONG HOTEL CO., LTD.

PULL REMOVES DUSTCAP.

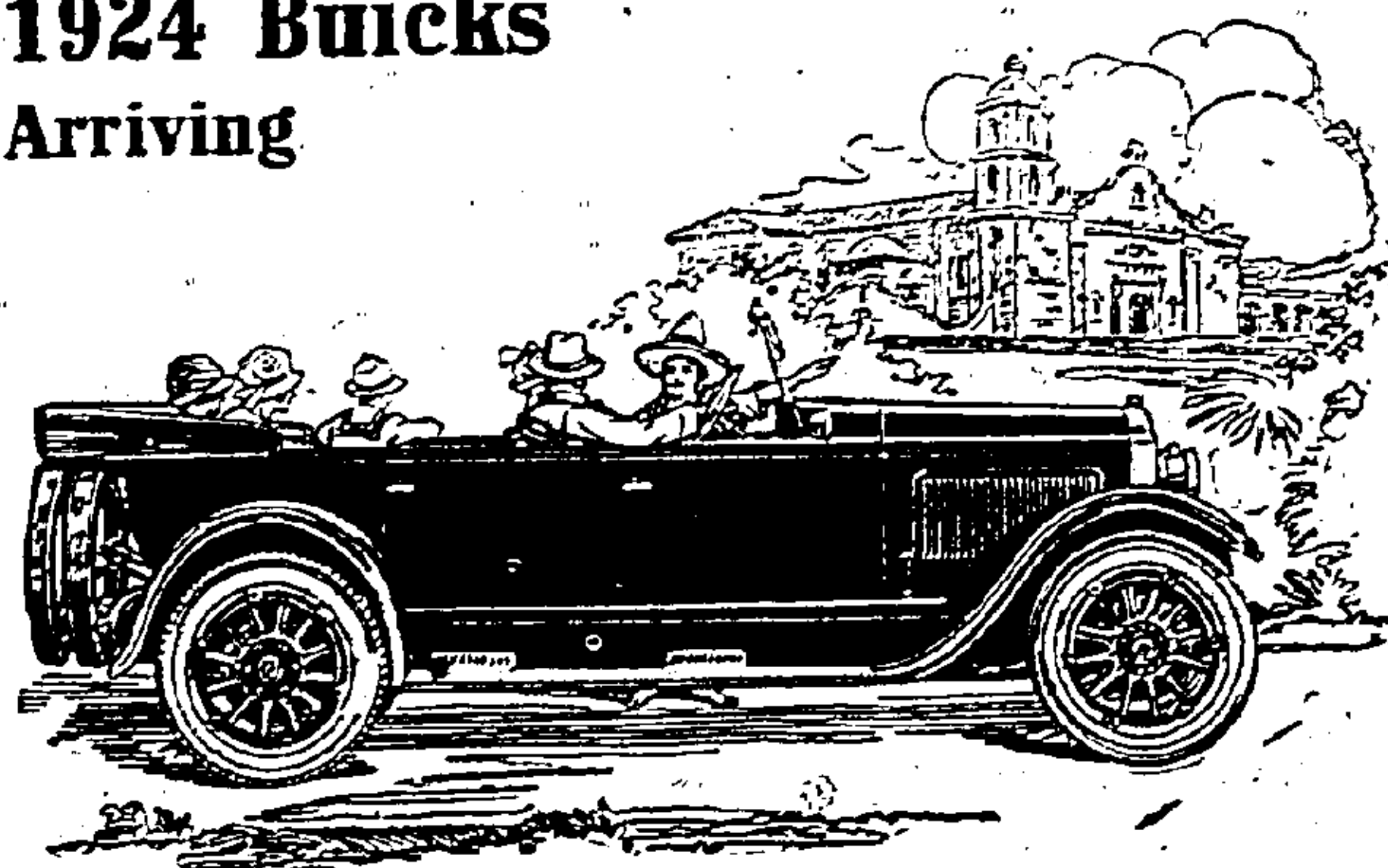


Instead of bothering with a wrench and taking several minutes to unscrew the dustcap, all that is needed with this new form of cap is pull it off. A specially constructed nut screws down over the tyre valve stem and the cap is so pressed down on it that a spring within the cap holds it firm. All that it needs is a pull to remove it.

CANADA GETS GOING.

Canada is taking a leading place in the automobile industry, the number of cars exported during the year ending August being 61,543, or within 40% of the total of such exports by the United States during its last fiscal year. It is only when the disparity of population is taken into account that this is realized. During the year the value of automobiles and parts exported was \$34,621,000, as compared with \$16,293,000 for same period last year. The British Empire took the largest proportion of those, but 50 countries appear in the list of foreign purchasers.

1924 Buicks Arriving



The following 1924 Buick Models, (equipped with 4 wheel brakes), will arrive in Hongkong by the middle of this month:—

Four—7 Passenger Touring

Two—4 „ Sports „

Four—5 „ Special „ (Maroon colour)

Phone Central 1036 and arrange for demonstration.

The Hongkong & Kowloon Taxi-Cab Co. Ltd.

SOLE AGENTS

PRESCRIPTIONS —
when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
The Red Bldg Opposite Lee House St.

PEKING LAMP SHADES
We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, laces, Mandarin costumes, Swatow work, etc., etc.

FOOK WENG & CO. (Astor House Building)
Cable Address "CURIOS"

Tel. 654 **HOP CHEONG** 55, Queen's Road, Central.
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

HONGKONG HARDWARE CO.
"TAI LEE CHAN."
— ESTD. 1884 —
METAL GOODS and HARDWARE.
Tel. No. C.1993. 119 Jervois Street.

EVERSHARP
Companion to
WAHL PEN

EVERSHARP is highly ornamental, to the eye, but your greatest pleasure in possessing one is that it is always sharp and ready to use. Made in several sizes, styles and metals—each with a renewable eraser under its cap—Eversharp offers a wide range of selection.

For Sale at Leading Shops Everywhere

Look for the name on the pencil. It is your guarantee.
THE WAHL COMPANY, New York, U.S.A.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF
SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAKOO DOCK" HONGKONG.
TELEPHONE NO. 232.
CABLE PLANE: "T" OVER "AUS. PENNANT."

BUTTERFIELD & SWIRE
(LONDON SWIRE & SONS, LTD.)
AGENTS.

I like them —
They Satisfy
—and the blend
can't be copied

Chesterfield
CIGARETTES

LIGHT & MYERS TOBACCO CO., U.S.A., Manufacturer

RUINED BY OFFICE BOY.

Letters and Cheques Hidden.

That an export and import business in London had been nearly ruined by the dishonesty of an office boy was the statement made at the Guildhall Police Court recently.

Georges Bulois, 18, a French subject, was charged with stealing a large quantity of postage stamps entrusted to him for correspondence.

It was stated that cheques, receipts, orders, &c., given to Bulois to stamp and post to customers, were concealed between the rafters under a floor board.

Letters of complaint and some containing cheques from customers had been intercepted by him and concealed in the same hiding place.

It was noticed that no orders were coming in, and the business was practically ruined. Eventually a cleaner discovered the hidden correspondence. It was then ascertained that the thefts had been going on for six months.

The employer, E. J. Francois, of Union-court, E.C., told the Court that Bulois was his brother-in-law, and he was quite willing to send him back to France.

Bulois was bound over on this condition.

LIKE HONGKONG.

In a landslide in Melfort Pass, Argylshire, 300 tons of rock fell from the hill slope, and were precipitated across the roadway. The pass was closed to traffic. Melfort Pass is one of the most picturesque glens in the Western Highlands; the rocks in many places overhang the road, which has been cut in the side of a steep precipice.

You don't need to be rich to own
A VICTROLA.
Ask Moutrie's about their
payment system.

SAXONE SHOES

FOR MEN.
SUPREME STYLE
COMFORT
DURABILITY

SHOES WHICH ADD TO THE JOYS OF WALKING.



WILLOW CALF
BLUCHER OXFORD
SHOES.

firm walking Sole
Medium toe
\$19.50 per

WILLOW CALF

Oxford Shoes

Light Walking Sole
Medium Pointed Toe.

\$19.50 per



SAXONE BROGUE
SHOES.

in Black and Brown
Medium heavy Shoe
Stout Sole — Medium toe

\$22.50

NUMEROUS OTHER STYLES TO SELECT FROM
Strong & Serviceable—yet easy on the feet.

CALL AND INSPECT

WHITEAWAY, LAIDLAW & Co., Ltd.

GENT'S OUTFITTING DEPT.
HONGKONG.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS &
HARDWARE MERCHANTS.

PHONE CENTRAL No. 1110. 25, WING WOO ST.
Central.

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY
Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

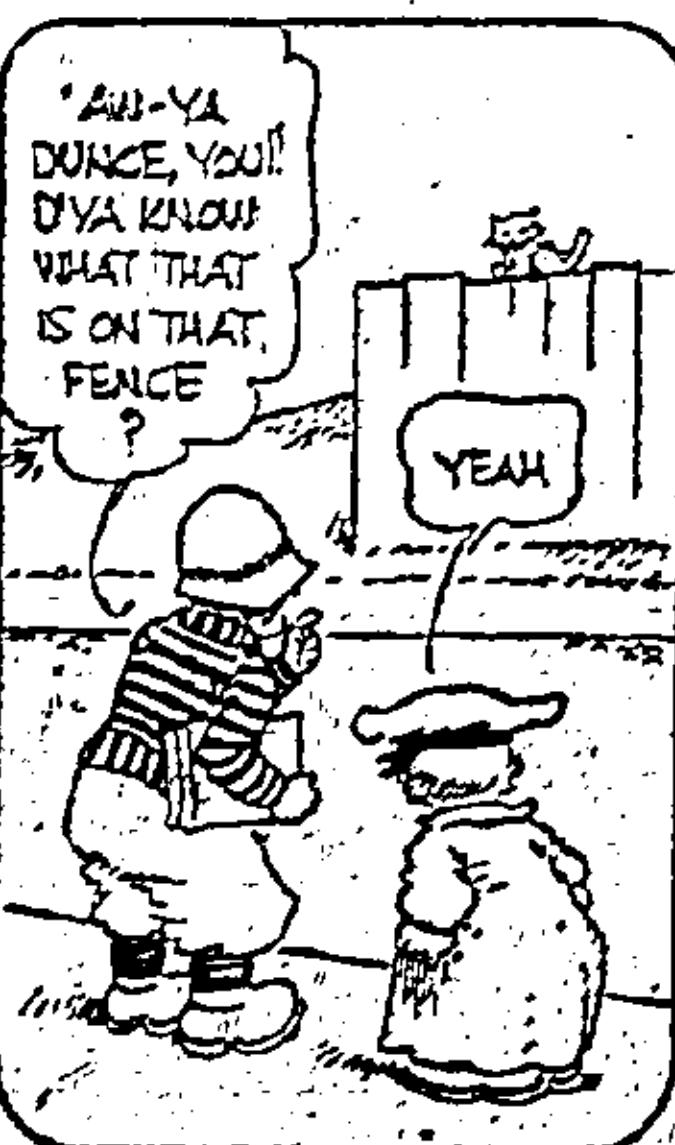
Mitsui Bussan Kaisha, Ltd.
HONGKONG.



FRECKLES AND HIS FRIENDS

It Spells Feline, Too

BY BLOSSER



IF YOU ENJOY REALLY GOOD COFFEE
BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.

THE GRAECO-EGYPTIAN CO.
12, Queen's Road, Central.

Pyeris

SPARKLING MINERAL WATER

A Delicious Table Water, healthful and refreshing.

Blends excellently with Wines and Spirits, especially Whisky.

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.
ESTABLISHED 1841.

IDEAL FOR SCHOOLS

THE MOUTRIE PIANO

THEY ARE BUILT TO STAND HARD WEAR

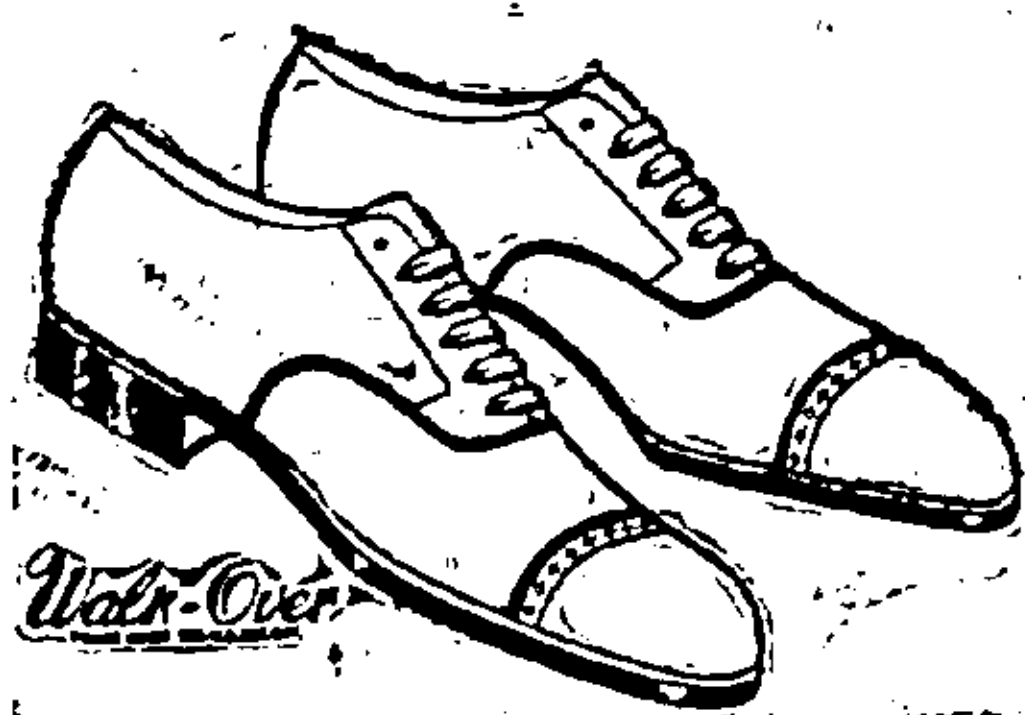
AND—THEY DO !!!

Catalogue gladly sent on request.

S. Moutrie & Co., Ltd.

Chater Road.

Walk-Over
LANE, CRAWFORD, LTD.



A New Version in Men's Style

THERE ARE MEN OF SLIGHT BUILD WHO WILL NOT WEAR BULKY SQUARE TOED SHOES ALL THE TIME, THEY SEEK COMPROMISE.

THIS MODE IS NOT DANDIFIED. IT IS THE CORRECT STYLE & FAVOURED BY MANY.



WINGAR'S

Gallant Stronger Day By Day

Every wineglassful of Wincarnis brings increased strength and vitality to those who are Weak, Anemic, Nervous or Run-down.

An outstanding feature of Wincarnis is its extraordinary power to rebuild exhausted vitality, and in promoting new strength, new vigour, new rich red blood, and new nerve force.

And the reason Wincarnis does this is because it is a Tonic, and a Restorative, and a Blood maker, and a Nerve Food—all combined in one rich, delicious, healthgiving preparation.

That is why over 10,000 Doctors have recommended Wincarnis.

And it is also the reason why countless thousands of Weak, Anemic, Nervous and Run-down Men and Women have obtained renewed health, enriched blood, invigorated nerves, and a fund of new vitality from Wincarnis.

And what Wincarnis has done for others it will surely do for you.

WINGARNIS

DEATH.

ROBERTS.—Died at his residence No. 4 Ashley Terrace, Ricardo Ramiro Roberts, 65 years. Funeral will pass the monument this evening at 5.15 p.m. (Shanghai papers please copy).

The Telegraph.

HONGKONG, 16th Nov., 1923.

THE ADMIRALTY'S FAULT.

It has been announced in the House of Commons that it has become desirable to confine appointments of chargemen to the Hongkong Naval Dockyard to those volunteering to come East without their families. The reason given is the housing shortage in this Colony. That shortage, so far as naval employees is concerned, is due entirely to the Admiralty. More than two years ago, the Hongkong Government granted the naval authorities the use of a number of houses in a block of Government flats in the Happy Valley district, on the distinct understanding that this was an emergency concession to enable the Admiralty to build for their own employees. The Government even went so far as to offer the Navy a site. The two years expired in July last, and as the premises were urgently required for the Government's own servants, the naval tenants were turned out. They had no naval quarters, however, into which to move, as the Admiralty had done absolutely nothing to meet the conditions which it well knew would prevail. Consequently, they have been compelled to seek other accommodation, thus aggravating the local problem further still. Now it is calmly stated that new men may have to come out without their families.

Not only is the Admiralty's remissness to be condemned from the point of view of yet further adding to the Colony's difficulties—it is to be even more regretted from the standpoint of the hardships it imposes on its own employees. Apart from the point that it is altogether unfair to ask married men to come East as "grass widowers," it is scandalous that such men should, as the result of the stupidity of those in authority, be expected to maintain two domestic establishments—one at Home

and the other in Hongkong. The Admiralty cannot complain that it has had no time in which to build for its own servants. As we have shown, it had ample notice. Yet it preferred to continue relying on the local Government's good nature, meantime doing nothing for its own workers. We wonder whether members of Parliament knew these facts when the question was raised in the House of Commons. If not, it is about time somebody made it his business to let the truth be known. The issue is one of sufficient importance to the people concerned to warrant the whole subject being thoroughly exposed in Parliament.

A Vignette.

Nine men, grunting, shouting and straining every muscle; wet with perspiration and fighting against terrible odds. Would they ever succeed? No, they were being beaten, it was slipping back. "Yah," an extra heave and a tightening of the strain, a pull to the side, another heave all together, and, by gad, it was being held—they were winning. Slowly they got the mastery, inch by inch they advanced towards the goal, though it meant tugging like hell, though the ropes were cutting into their shoulders and the muscles of their legs were all knotting up and beginning to cramp. Passers-by cast a glance and walked on, one indolent office worker gazed out of a near-by window; some men even squatted on the kerb stones and disdained to spit. A gramophone was heard rattling off "Yes, we have no bananas" for the 84th time, the "honk, honk" of a motor car added itself to the medley of noises, another yell or two from the struggling nine, and the steady dull rhythm of machinery at work below. Withal, the tapping of typewriter keys close at hand. Nothing unusual was happening. The scene was Ice House Street, the time was just after 11 o'clock in the morning. A truck laden with bales of cardboard was being hauled up the hill, chair coolies were awaiting their turn on the stand, the Brunswick Studio was "demonstrating" to a prospective customer, and the Editor was writing his leading article. That's all.

India's Status.

Writing the other day about the controversy between the Indian delegates to the Imperial Conference and other Colonial representatives, particularly the South African delegate, we commented on the very unsatisfactory ending to the debate on India's status in the Empire. Practically nothing definite was accomplished, and so far as the Kenya and South African questions were concerned, the Indian requests were refused point blank. The inevitable has happened, and the close of the Conference has been marked by recriminatory phrases which, no doubt, will leave a bitter taste behind. Sir T. B. Saprú, in his statements concerning Gen. Smuts' attitude, has very regrettably added fuel to this possible fire of resentment; and altogether it is a most unfortunate conclusion to what was meant to be a drawing closer of the bonds of Empire. The cleavage between India and South Africa has but become more marked. The effects on the Indian public cannot yet be gauged, but it is sure to be such as to cause further ill-feeling. The chief danger to peace in India lies with the thousands of professional agitators who will seize this opportunity of launching further attacks on things British. The whole affair is an object lesson on the proper choice of language in the arena of diplomacy.

FOR THE LADIES.

LANE, CRAWFORD'S NEW PREMISES.

There is quite a flutter among feminine hearts in the Colony, consequent upon the opening of Messrs. Lane, Crawford's new ladies department in the new and commodious showrooms under the Hongkong Hotel, lately occupied by the Hotel motor department.

When a representative of the Telegraph called this morning it was to find a palatial saloon, replete with artistic showcases and fittings, in which was being exhibited models of the latest creations of Paris and

DAY BY DAY.

WHEN YOUR WORK BECOMES A TASK, QUIT—YOU'RE IN THE WRONG BUSINESS.—Coleman Cox.

It is notified that the name of the Shun Wo Trading Company, Limited has been struck off the Register.

The many friends of Mr. A. E. Wright, the Building Authority, will regret to learn that he is at present in hospital.

Sir James Jamieson, British Consul General at Canton, returned from Shanghai by the P. and O. liner Malwa yesterday.

Major-General Sir J. S. Fowler, K.C.M.G., C.B., D.S.O., having returned from sick leave, resumes command of the forces in China.

Tenders are being invited for laying-out King's Park, Kowloon, for recreation purposes and the construction of a 30-foot road.

His Excellency the Governor has approved the appointment of Mr. R. E. Lindell to be a member of the Subordinate Staff Board.

Amongst the passengers who left by the Empress of Canada to-day were Mr. and Mrs. R. M. Ullmann, Sir J. Kothari, O. B. E., and Mr. Allan Cameron.

Inspector W. Gerrard left for Australia this morning by the s.s. Changsha, accompanying his son, Neil, who has recently recovered from typhoid. He will be away some three or four months.

An extraordinary general meeting of the Hongkong Hotel Company, Ltd., was held at the Hongkong Hotel this morning, when an extraordinary resolution changing the Company's name to "The Hongkong and Shanghai Hotels, Limited," passed recently, was confirmed.

"The Love Flower," the beautiful romance made by D. W. Griffith, will be shown for two more days at the Coronet and Kowloon residents will have the opportunity to-morrow of forming their own opinion of the much discussed "Salome," to be shown at the Star for one day only.

Amongst the passengers who arrived by the P. and O. liner Kaiser-I-Hind were Mr. and Mrs. E. W. Hamilton, Mr. and Mrs. C. Montague Ede, Mr. and Mrs. W. L. Leask, Mr. and Mrs. B. D. Evans, Mrs. and Miss Hollingsworth, Mr. Owen Hughes and Miss Hughes, and Mr. and Mrs. J. M. Alves.

A Chinese man has been admitted to the Kwong Wah Hospital suffering from injuries caused by jumping from a tram-car whilst in motion. The accident occurred in the western district, but the man was able to walk away and board the Samshui ferry. On arrival across the harbour, he collapsed.

A motor-car accident occurred in Wanchai last night. A Chinese girl of 14 years was alighting from a tramcar near Gresson Street and was about the cross to the pavement when she was knocked down by a motor-car owned by an Indian named Nai Kar, living at No. 1, Excelsior Terrace. Her injuries were not serious.

Mr. R. Weusthoff, of the Oriental Commercial Bank, Ltd., left on the Empress of Canada for San Francisco, where he will represent this Bank's interests in the forthcoming stockholders' meeting of the Canton Bank of San Francisco. He will be accompanied by Mr. Chong C. Chook, President of the Oriental Commercial Bank, Ltd. and who will later proceed to Havana to organize a branch, while Mr. Weusthoff will remain in San Francisco to look after the Oriental Commercial Bank's interests.

London. Everything for ladies' wear, including a charming selection of the latest novelties, is being specialised in. It is the artistry with which the windows have been decorated, and the saloon furnished and lighted, that makes the new show-room something new for Hongkong. There are five private dressing-rooms, including one specially designed for the fitting on of afternoon frocks. Messrs. Lane Crawford have ample justification to feel proud of their new enterprise.

Bulls and Innors

From the Office Butts.

We are authorised to contradict the rumour that should Kowloon have a new fleet of motor-buses, instead of trams, they are to be called "Fletcher Flyers," in line with the precedent set in naming the "Beckwith Bell."

Those physical jerks will take away the Dome from the front of your waist.

From the noise, "Yes, we have no bananas" seems to be best played on a cash register.

"Boxing Taught By Post" says an advertisement. The modern Mailed Fist, we suppose.

Martial law in Canton seems to be like electric light—it can be switched on and off at will.

One of the phases our Theosophists didn't get last Wednesday.

Imagination is often a mental image formed by the mind, prompted by booze, that you're a heluva fine fellow.

From the way these Chinese Generals count captured guns and ammunition, there appears to be a fine market for a really good calculating machine.

Some Scotsmen don't need to practice reels.

Despite what Prohibitionists may think, a man can't be frightened out of his wits by Act of Parliament.

The obituary notice of a well-known public man stated that "he was loyal to his King and Country, and died on Empire Day." Could loyalty do more?

A man got into trouble in Singapore the other day for trespassing in a police station. He should have been sent for observation.

A Home paper says motor-buses are great feeders for the railways. But the railways seem to be fed up with it.

The Chinese have certainly been giving the Kowloon buses a fillip.

Some folk who have bought at high prices now know something about the lie of the land.

Things are so quiet in Wanchai these days, you can hear a bomb drop.

A Japanese recently went into a West-End toilet saloon with a Mr. Hairose and was charged £3.18.6 by the barber, a Mr. Tax. No wonder the victim's hair rose at the tax.

"The tattoo craze," says the Post, "is spreading among the women of Sydney, and quite a number are having their arms and legs tattooed with designs of flowers and butterflies." Their husbands no doubt will have been fixed somewhere just to show how they get stung.

"The Birth of a Nation" film is forbidden in France. Naturally.

From a certain quarter it has been suggested that milk be provided instead of whisky at this year's St. Andrew's Ball. Fancy trying to wash haggis down with milk!

Some of the really enthusiastic "reelers" would probably object to being turned into churns.

Perhaps the necessary "pep" would be given to the function by peptonising the milk.

We can imagine some of the old timers asking for a glass of a terrorised smile.

Canton's new Naval Director has his headquarters "in front of the Cement Works." Looks as if he'll soon need reinforcing.

Judging from the gramophones out our way, some folk seem to think a successor to Caruso has been found. We don't.

Many a marriage which began with billing and cooing has ended in billing and suing.

Farmers at Home report the appearance of a new kind of grub. This should be good news for the hungry unemployed.

One way for a candidate to win a seat is to promote a Baby Show and get his rival appointed Judge.

Sawdust is fine wood but you can't build houses with it. Read this again.

Why is Hongkong like a wart?—Because it grows on one.

We see that a Board of Officers is to meet in Kowloon "to consider the maintenance of mosquito nets." Probably the Mosquito Workers' Union with call a protest meeting.

We hear that Waichow is still being captured.

Tenants in Canton have to "loan" the Government a month's rent. Wouldn't it be awful if they had to pay the figure we do?

What should we do without our criminals? A Malayan judge is reported as having said in Court recently to two new members of the Bar: "I am afraid the present time is somewhat dull, but it is not, I am happy to say, typical of usual conditions here."

A circular recently sent to residents on the Peak "free and gratis" certainly takes the biscuit.

It states that "the time of the average European resident here is almost wholly occupied by work or play." The trouble is that in many instances the one cannot be distinguished from the other.

"Women dread physical angularity," is another phrase. Possibly this explains why they "he was loyal to his King and are so fond of blowing one another up."

To "Diversity of thought is necessary for the proper development of the mind" should perhaps be added "Honi Soit Qui Maly Pense!"

We are also sorry to hear that "Hongkong is lamentably deficient in men who can speak reasonably well in Public." One can hardly expect the Hongkong taxi-driver to be up to the London standard yet!

"No attempt is made to rid ourselves of our mental angles." But you won't get mentally square by arguing in circles.

"The tendency here is for women to become hard." Facially!

The time has almost arrived when concerned citizens will begin writing to the papers enquiring when they may expect the P.W.D. to fill in the holes in our streets.

We hope readers of yesterday's Post did not confuse the "Severn Barrage" with its Hongkong equivalent.

Our miniature rifle range will soon be open. Keep your old bottles.

Money doesn't keep some people out of trouble. The yacht Fantome II has gone to Canton.

Seems to us, the way things are going, in order to secure unanimity in China, it would be easier if Sir Robert Ho Tung took over the Presidency.

So far he is the only one with whom everyone agrees.

Heading in the Post: "Blacksmiths Demand Abolition." Carried unanimously.

Chan is giving the Constitutionists all the new season ginger they need.

The height of modesty: Sir Robert Ho Tung refusing to be interviewed.

We heard a suggestion the other day that the first race at the gymkhanas should not start before 3 p.m. A better suggestion would be that no horse should finish before the favourite.

Some local motorists are quite nice to your face, but not at all particular about running you down behind your back.

In some Hongkong boarding houses it is impossible to borrow a corkscrew without abouting

THE MONTESSORI SYSTEM.

ITS EFFECT ON MODERN CIVILISATION.

Contribution to Local Discussion.

(Special to the "Telegraph.")

In view of the discussion at your 'keynote of self education' the last meeting of the Board of Education on the proposed teaching of children in one of our schools on the lines enunciated by Dr. Montessori, and also by reason of the fact that an article "explaining" the Montessori system appeared later in the *Daily Press* over the signature of "L. F." the following article will doubtless be read with great interest. The writer, a local educationist, boldly criticises the system, claiming that the age does not call for more "liberty" (liable always to generate into licence) but for greater discipline. He writes:—

Few aspects in modern civilisation have been more commented on than the prevalent "revolt" in all classes of society. The labourer won't work; the housemaid refuses to exist as such; the mechanic prefers the unemployment dole; the shop assistant does not see why he should assist. In every work of life the most conspicuous attitude is "revolt." Our prophets and men of vision see this, and they paint no rosy pictures of our future. To realise this we have only to read Dean Inge's lamentations and denunciations of so-called "progress."

Now it is not a mere coincidence that the appearance of this phase in our modern state coincides roughly with the rise of the teaching of Dr. Montessori. Those of us who were at school before the system was adumbrated have witnessed the indirect effects of her teaching in the gradual growth of licence spreading over a much larger class than her direct teachings reached. The great principle of Dr. Montessori, of course, was the principle of freedom. "Physical freedom is not enough. There must be mental freedom as well. And true mental freedom is impossible for those who habitually accept the authority of another." ("The Montessori Principles and Practice," Prof. Culverwell.)

On the other hand, the statesman work is not revealed in the child, and the employer will not "The key-note of the method," says a writer in the *Daily Press*, "is self education." But over two of the largest spheres where education should act "self education" is a meaningless term—morals and manners.

No matter how carefully the so-called system is stated there is always the rift in the lute, the little must—"the children must be made to," etc.)

Of course the liberty enjoyed by the pupils is not allowed to degenerate into licence. The call to the child must be to respect the rights of his neighbours." (*Daily Press* p. 5, italics mine).

Even Dr. Montessori herself has to throw her principles to the wind when it comes to moral instruction and manners. "I saw children with their feet on the tables, or with their fingers in their noses, and no intervention was made to correct them. I saw others push their companions, and I saw down in the faces of these an expression of violence; then I had to intervene, to show with what absolute rigour it is necessary to hinder, and little by little suppress, all those things which we must not do, so that a child may come to discern between good and evil." This

U.S. PRESIDENCY.



Senator Johnson.

who will present himself for Republican nomination to the Presidency.



Mr. W. McAdoo.

who is willing to stand as Democratic candidate.

JAPAN'S BUDGET.

ARMY AND NAVY VOTES REDUCED.

Tokyo, Nov. 14 (delayed.) The Budget estimates for 1924 show decreases as follows:—in revenue, 129 million yen; in expenditure, 104 million. The difference is being made up by carrying forward 25 million yen from this year. The expenditure estimates for every department are reduced, except education, which is increased by three million owing to the school rebuilding programme.

DAIRY FARM NEWS

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The greatest reduction amounting to 40 million, is effected in the navy, the estimates for which at present has not been determined. The estimates for auxiliary vessels, 13 million for land and water defences, and two million for reconstruction of ships.

The military estimates total 193 million yen, which is a saving of ten million on the pre-earthquake figures by curtailment of the defence programme and general administration expenses.

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A LULL AT CANTON.

PREPARING FOR A BIG BATTLE.

There is not a great deal of fresh news from Canton to-day. It is learned, however, that the train service from Canton is much curtailed and that the service is only operating as far as Chai Bi, from which point many wounded soldiers have recently been sent to Canton. There has been no fighting during the past two days, and it is assumed that both sides are reorganising their forces for a big battle which is soon expected.

Dr. Sun is stated to have appointed General Yeung Hsi-man, the Yunnanese general, as Commander-in-Chief of the whole Constitutional forces, which are now preparing defence lines from Chai Bi along Shekpei to the

White Cloud Hill and Shaho. This line would provide an easy means of retreat to the north. The Kuomintang Party has commenced the organisation of a Volunteer Corps, and so far some 200 members have been enrolled.

GUY FAWKES' LAMP.

Many people are probably unaware that the original lantern used by Guy Fawkes is still in existence. Strolling through the Ashmolean Museum at Oxford a man discovered it on the first floor in a glass case labelled "Historical Antiquities." The lantern was given to the University in 1641 by Robert Heywood who was son of the justice who arrested Fawkes on November 5, 1605.

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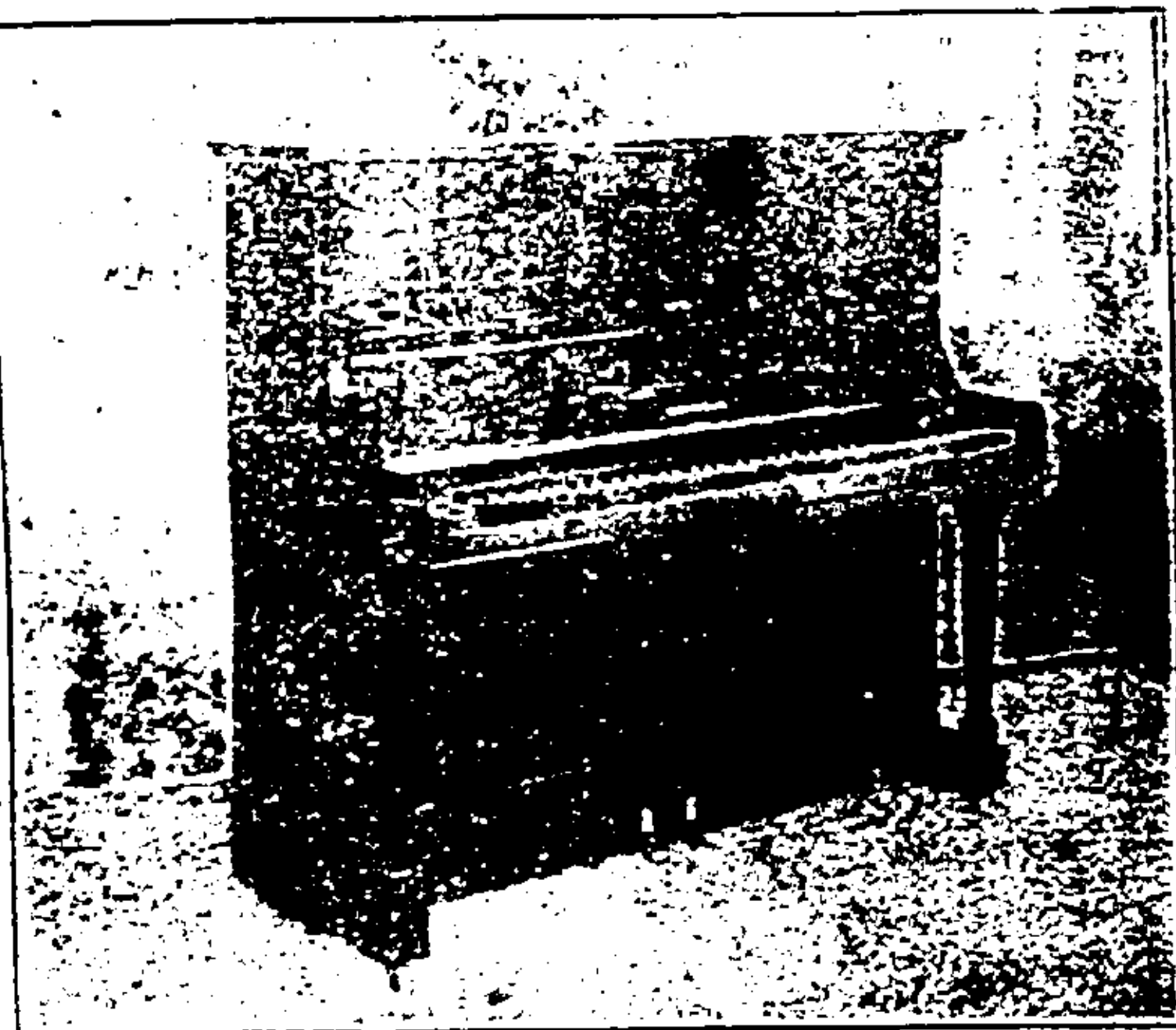
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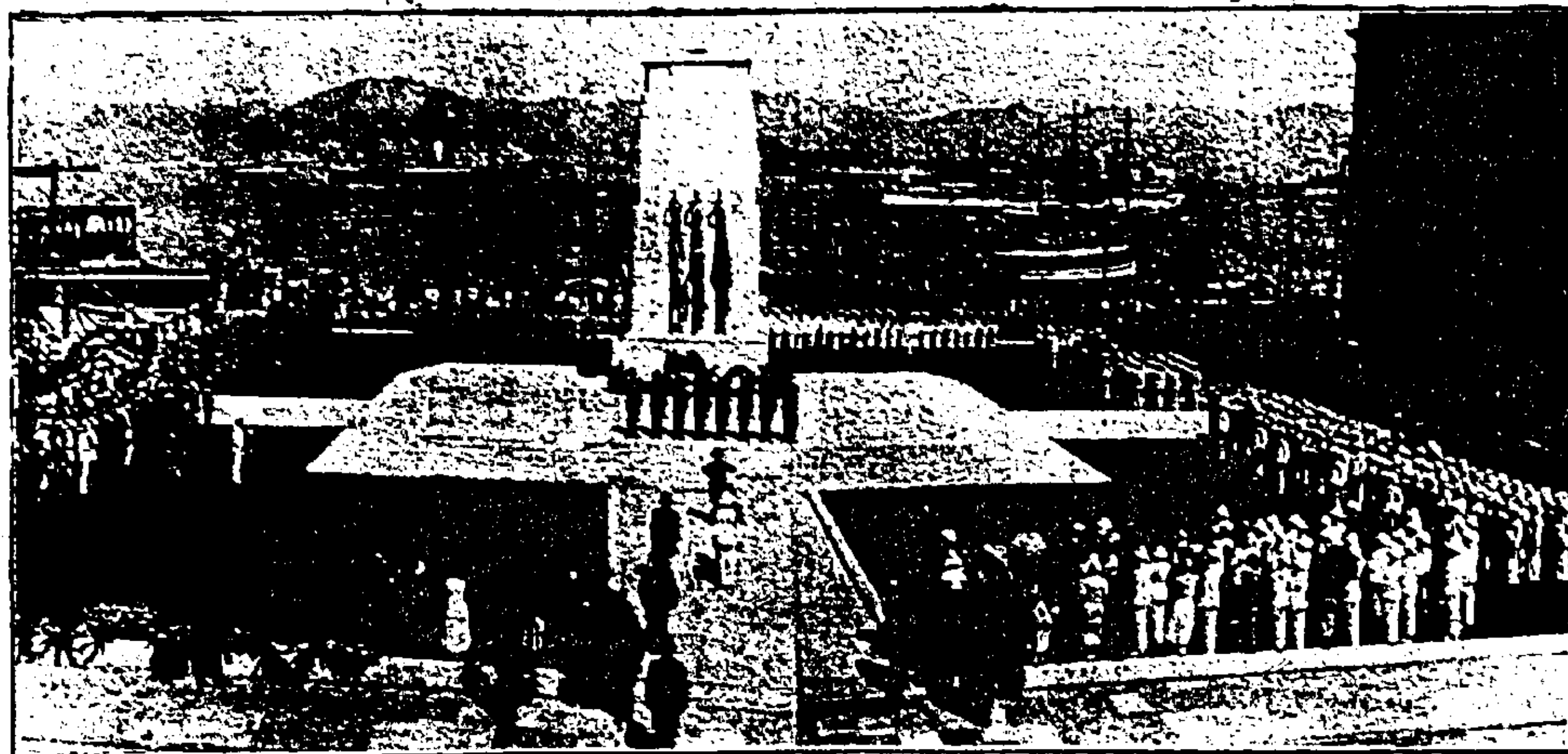
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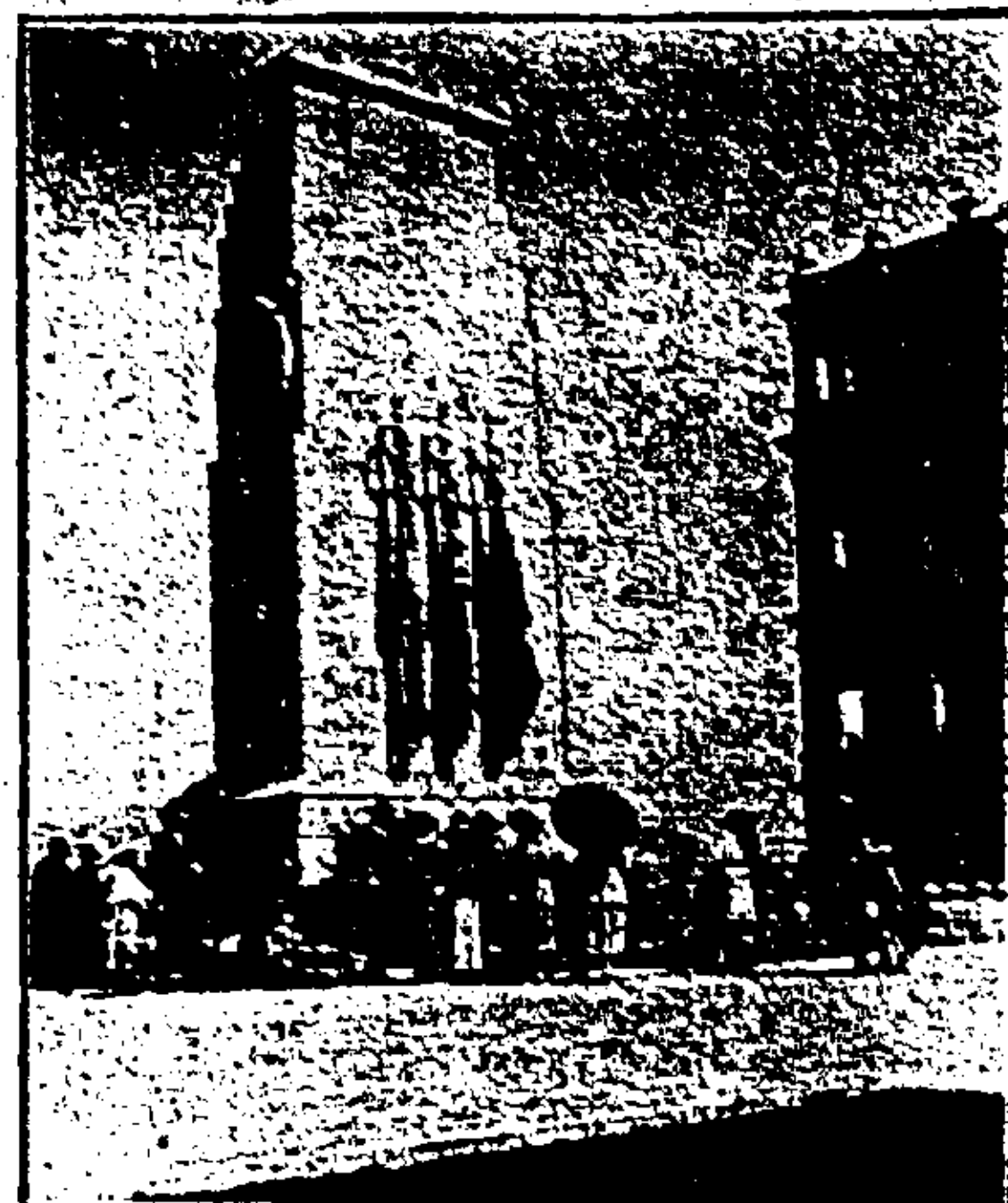
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CAMERA NEWS.



Ceremony at the Hongkong Cenotaph on Armistice Day, 1923. (Photo: Ming Yuen.)



Placing wreaths at the base of the Hongkong Cenotaph, Armistice Day, 1923. (Photo: Ming Yuen.)



The Army and Navy Association football teams which met on Monday last. (Photo: Ming Yuen.)



This photo was taken just after the Fire Brigade's extension ladder broke, resulting in the death of a Chinese fireman. (Photo: Ming Yuen.)



The Hongkong and Shanghai Bank Rugby team which played the Club last week. (Photo: Ming Yuen.)



A line-out in the Bank v. Club Rugby match. (Photo: Ming Yuen.)



Group taken at the wedding of Mr. A.W. da Roza and Miss Elfrida Osmund. (Photo: Ming Yuen.)



Wedding of Mr. Paolo Xavier and Miss E. Alvarez. (Photo: Mee Cheung.)



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RADIO NOTES AND NEWS.

New Type of High-Power Station.

Writing in *Popular Wireless Weekly*, Dr. Alfred Gradenwitz says:

A remarkable attempt has been made by the Lorentz Radio Company to do away with the antenna masts which in connection with high-power wireless stations so far constituted one of the most costly items. In fact, when a short while ago the Bavarian State announced its intention to erect a powerful sending station in the immediate vicinity of the Walchen Lake, where the famous hydro-electric power station is built, the following two problems were investigated by their engineers: first, designing an antenna of a useful height far in excess of the height of masts in the usual type of high power stations; second, comparing the radiation effect of such mountain antenna with that of a station installed in the lowlands.

The station building was erected in the Jochbach Valley, a rather moist district between two mountain peaks, 1,750 metres and 940 metres high respectively, of which the former overlooks the Walchen and the latter the Kochel Lakes. A cable was first stretched out between the two peaks, a conductor branched off from its centre—at a height of 1,300 metres leading to the station building. The cable was protected against breakdown through hoar-frost or wind pressure by leading it lower and over a pulley and fixing it to a cable running on rails over an incline. This car is submitted to a load sufficient in the case of a normal series of experiences very much tension to tighten the cable. If, like the automobile industry in however, the wind or hoar-frost should give rise to abnormal loads, the car would give way thus allowing the cable to sag.

The antenna type known as L-antenna was found to give particularly satisfactory results, insuring greater ranges of transmission, with equal current intensities, than the usual design of not one automobile owner in high-power stations. Four to five such cables were eventually combined to a complete antenna system, covering a span of more than 25 kilo-metres, the free height being about 300 metres. The famous Walchen Lake Power House, which is being erected in the immediate vicinity of the wireless station, and which will supply a peak output of 168,000 h.p., will, without interfering with its other duties, easily freed the radio station at a cost far below the figure estimated for a power station using coal under steam boilers.

UP-TO-DATE STATION.

The Herengrand high-power wireless station is being equipped with a large Lorentz-Poulsen generator of about 2,000 k.w., and a Lorentz high-frequency dynamo (Schmidt system) of the same output, high frequency energy being either generated direct or through the intermediary of a frequency transformer. In fact, the most diverse systems are to be used side by side to suit the various tasks which the station may be called upon to fulfil, long waves being chosen for very great distances, while shorter waves more in agreement with the general design of existing stations will be used in other cases.

FUTURE OF RADIO.

The time will come soon when radio will be as commonly accepted by humanity as is the motor-car to-day—when tubes and hookups and wavelengths will be of less interest than the results obtainable from the different receiving sets.

This is the prediction of Mr. Edward H. Jewett, of New York, a new man in the radio field but old in the automobile industry. Recently Mr. Jewett was elected vice president of the De Forest Radio Telegraph and Telephone Co., after Lee De Forest, its founder, had resigned.

Mr. Jewett's conviction about the future of radio comes after a close study of his new line from a pulley and fixing it to a cable running on rails over an incline. "In my opinion," he concludes, "the radio business is undergoing a series of experiences very much like the automobile industry in its adolescent period. It will probably develop along much the same lines."

"I suppose everyone can remember the time when a man hardly dared own a motor car unless he felt himself thoroughly equipped to attend to it in every respect. To day, I venture to say, not one automobile owner in a hundred knows anything about the inside of his car. He does not have to and he does not want to. All he does want to know is that the car will take him where he wants to go."

"I think the time will very soon be here when radio will reach a similar point. The great interest of people in radio will be in what they can hear. They will be interested more in the quality of entertainment their radio station at a cost far below the figure estimated for a power station using coal under steam boilers."

"Up to now, I venture to say, a big proportion of the people who have installed radio in their homes have had a really scientific interest in radio."

"Of this group of the buying public, I think we have pretty nearly reached the saturation point. From now on the great increase in radio users will be in people who are interested altogether in what they can get from the broadcasting stations and not in how and why it works. Of course, there is one element of fascination in the radio that will never be eliminated. I am confident that most people will always be more interested in getting results from a great distance than they will in getting them close from home even though the latter may be superior in quality."

MUSIC SHOPS AND WIRELESS.

It is interesting to note the number of music shops who have taken up the retail of wireless apparatus. In England several shops have devoted quite half of their window to the display of wireless parts and sets. One well-known music publisher says that since the shops have taken up wireless the sale of music has increased. The reason he gave was that listeners in go to a music shop that retails sets and parts for a piece of music that he may have heard the night before, and he unfortunately had forgotten the title, and naturally expects the music retailer and wireless expert to know what he wants. One customer called at a shop and asked for the ragtime played at 7.45 last night; the customer was promptly served.

LOOKING AHEAD.

What kind of communication will we have thousands of years hence? Of course, wireless will be developed almost to perfection.

Kinks O' The Links

Question:—When the rules call for a ball to be dropped, is it permissible to replace the ball or vice versa?

Answer:—Strict attention must be paid to this feature of the rules. It is directly contrary to the code to drop a ball that should be replaced or to replace a ball that should be dropped.

Question:—Player drives from the tee and feels reasonably certain that his ball has gone out of bounds. In order to save time he drives a second ball. As I understand it, this calls for a stroke penalty unless there is a local rule that remits same. The second ball goes in the same general direction as the first. Player on reaching his second ball discovers that the first ball did not go out of bounds and has a better lie than the second ball driven from the tee. What is the proper procedure?

Answer:—Player should continue play with the first ball driven from the tee and eliminate the fact that he drove a second ball to save time, since it seemed the first ball had gone out of bounds. There is no penalty for so doing.

Question:—Is it possible on the day of competition of a certain tournament for a player to play on or to any of the greens with a thought of getting in a little practice before the start of the tourney?

Answer:—Such an act is in direct violation of the rules which forbid any competitor to play a course or any part of the course on the day set for the competition.

B. C'S. SALMON.

Vancouver, British Columbia. The official figures for the salmon pack of British Columbia show a total of 526,266 cases. The bulk of the pack came from the second district, comprising the Nass River, Skeena River, Rivers Inlet, Bella Coola, Rim-squit, and other points in that vicinity. Of the total catch, 290,901 cases were sockeye and 235,365 cases pink. The balance were classified as springs, blue-backs, steel heads, cohoes and chums.

but will we still have to write letters to one another? And telegrams? And will we still use the telephone?

An inkling of a solution is suggested by H.G. Wells, the famous novelist, in the latest product of his imagination, "Men Like Gods."

In this an inhabitant of the earth finds himself suddenly in another world, a Utopia, where the people are supposed to be thousands of years advanced. In his wanderings about this new planet the Earthling has occasion to notice the means of communication. Crystal, one of the Utopians, puts it into use, and Wells goes on to describe how.

"Crystal carried a little bundle of wires and light rods; and presently coming to a place where a pillar stood in the midst of a lawn he spread this affair out like a long cat's cradle and tapped a little stud in the pillar with a key that he carried on a light gold chain about his neck. Then he took up a receiver attached to his apparatus, and spoke aloud and listened and presently heard a voice."

"It was a very pleasant woman's voice: it talked to Crystal for a time without interruption, and then Crystal talked back, and afterward there were other voices, some of which Crystal answered and some which he heard without replying. Then he gathered up his apparatus again."

This the Earthling learned was the Utopian equivalent of letter and telephone.

"A message is sent to the station of the district in which the recipient is known to be, and there it waits until he chooses to tap his accumulated messages. And any that one wishes to repeat can be repeated. Then he talks back to the senders and dispatches any other messages he wishes."

The transmission, of course, is wireless.

"The little pillars," explains Wells, supply electric power for transmission or for any other purpose the Utopians require. For example, the gardeners resort to them to run their mowers and diggers and rakes and rollers."

This is a rather flighty bit of imagination, but who can tell how far we may progress with the remarkable steps we have already taken in this direction?



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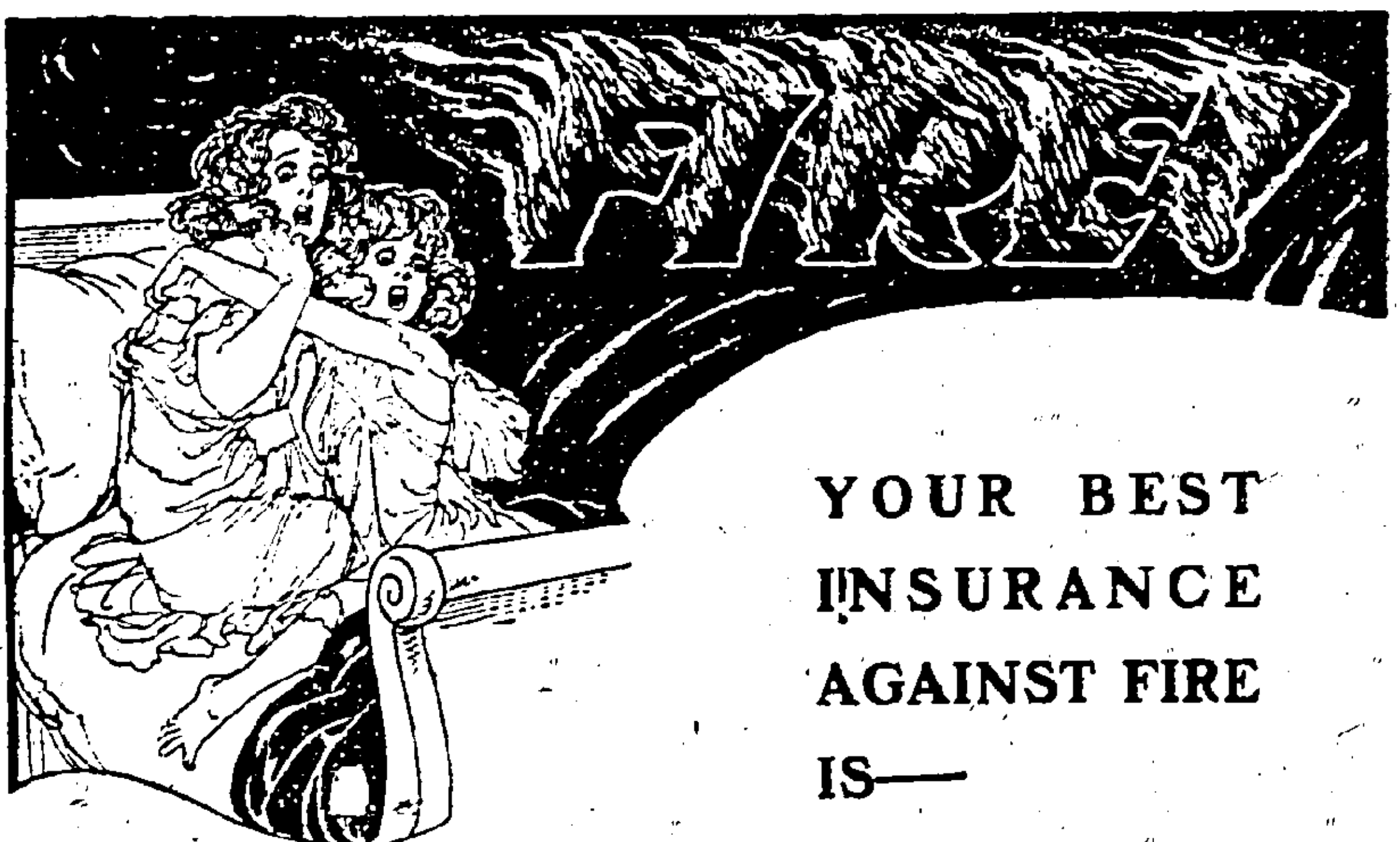
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WOMEN'S INTERESTS



Smart evening gown with a long bolero of cherry chiffon velvet and skirt of gold lace.
Photo by courtesy of Mr. R. S. Sidline, Paris.

PERIOD FROCKS.

The period frock will be passed into service more than ever during the coming months. One design of the model seen recently was made of black taffeta, and showed a square of velvet appliqued low waist-line, envelop it with on all over it; the front of the skirt opened over an under-skirt below flare out in a series of black knife-pleated ruffles and draperies, or else give embroidered in gold, and a circular cut to the skirt so as to possess a neat flat little collar, suggest the same "full" effect, which also formed a kind of Hand embroidery is not very elbow sleeve on its way round. much used on evening models, favoured by many of the big designers, and really, after so much dabbling in so many sparkling things and ultra effects, this simple line is very attractive. There is a tendency in many quarters to make a plain, flat lightful model seen recently was made of black taffeta, and showed a square of velvet appliqued low waist-line, envelop it with on all over it; the front of the skirt opened over an under-skirt below flare out in a series of black knife-pleated ruffles and draperies, or else give embroidered in gold, and a circular cut to the skirt so as to possess a neat flat little collar, suggest the same "full" effect, which also formed a kind of Hand embroidery is not very elbow sleeve on its way round. much used on evening models,



Two pretty hats of paille d'écot.

Pannier sides are less in evidence on account of the amount of velvet and moire that is being worn. The mouse bow or a large double-looped puff placed at one side of the back at the waist line, is sometimes used for a pale coloured evening frock; from this puff an end falls to the ground that suggests a skimpy train. The bloused back and the cross-over back with a straight-fronted bodice, plain and quite untrimmed are novelties that are

except in masses set either in bands or on the whole body of the skirt or bodice. The Italian tapestry type of embroidery that one sees on antique fire-screens is much copied, but care must be taken in its execution and in the choice of colour, so that they blend in one perfect harmony. A touch of the same embroidery on one's shoes, and a bag also showing a sprig or two, carried out in the same way, constitutes a charming effect.

SHOE FASHIONS.

The smartest shoes are being made in soft glaze kid or suede. When intended for ordinary walking wear they are a mass of straps that meet generally on the instep and fasten with a rosette or buckle.

Among the novelties of the season are the "basket work" shoes. These look as though they had been made from strips of finely-plaited cane, but in reality they are made from narrow strips of leather interlaced like basket work, and through which glimpses of the stockings feet are obtainable. These are made in two kinds—the American flat-foot shape with the broad instep and flat heel, featured in white and a colour mixed, and a smarter type (introduced, I believe, by a Russian shoemaker) showing a Louis XV. heel. These latter may be obtained in one-colour tones of navy blue, scarlet and tan.

Court shoes are still being worn, but they must be well cut and plain, and come up well round the ankle. They are finished with a large buckle, one of the latest models being in smoked ivory with a face or figure engraved on it. Another novelty in the buckle world is made of plain cherry or light mahogany wood, carved out like a piece of corrugated cardboard.

Shoes for dance wear are nothing but a series of straps. The lame fabrics are popular because it is possible to match one pair with so many frocks, and for this reason constitute an economy in purchase as well as an economy of parking space when travelling.

As well as the lame shoes and the ones that are an intricate mass of straps barely held together by the sole of the shoe, there is a new and more sensible model just out which is made of plain coloured satin in brown, bronze and black. This model is cut something like a court shoe, and fitted with one instep strap, and the only decoration which ever figures, or it is a design worked on the vamp in small beads to match the colour of the satin.

THIS WEEK'S RECIPE.

Cocoanut Ice.

Place in a pan 1 lb. of granulated sugar and 1 gill of milk, boil for 10 minutes, stirring all the time. Add 1/2 lb. of desiccated cocoanut and continue to stir, boiling, until the mixture "grains" and thickens, but on no account must it be allowed to brown. Pour into a wetted tin and cut into bars when cold. If liked, half the mixture may be coloured pink with carmine.

ON WALKING STICKS.

A delightful fashion for brilliant little enamelled wood walking sticks has been popularised by women who wish to add a daring touch of colour to their outdoor toilettes.

In some instances these are of plain enamel, while of more fanciful design are those decorated with hand-painted flowers or fruit. The tops of these canes are generally of wood brightly painted in representation of quaint animals and birds; and every cane is fitted with a little leather strap that reproduces the exact tint of the enamel.

Some of these sticks are in blue, others in green, purple, sand colour, black, red, white, or delicate tones of grey—the same gay colours often being repeated in the small dyed morocco pouch bags, which have once again returned to fashion.

INTERESTING.

White fur is used extensively this season on hand gowns of black velvet. Paris cannot do too much with the black and white combination.

Beaded fringe is used very effectively on the new gowns and it is admirable for keeping the slender line so much in vogue.

Egyptian embroidery in shades of red and yellow makes effective trimming for a nightgown of white crepe de chine.

Black moire and black velvet are shown effectively in combination this season. Usually the velvet is used for the trimming.

Velvet and lame make quite the loveliest wraps of the season. Brocaded velvets with rich colours are also favoured.

A great deal of red is being used this season for evening, and all shades of rose and orchid are very popular.

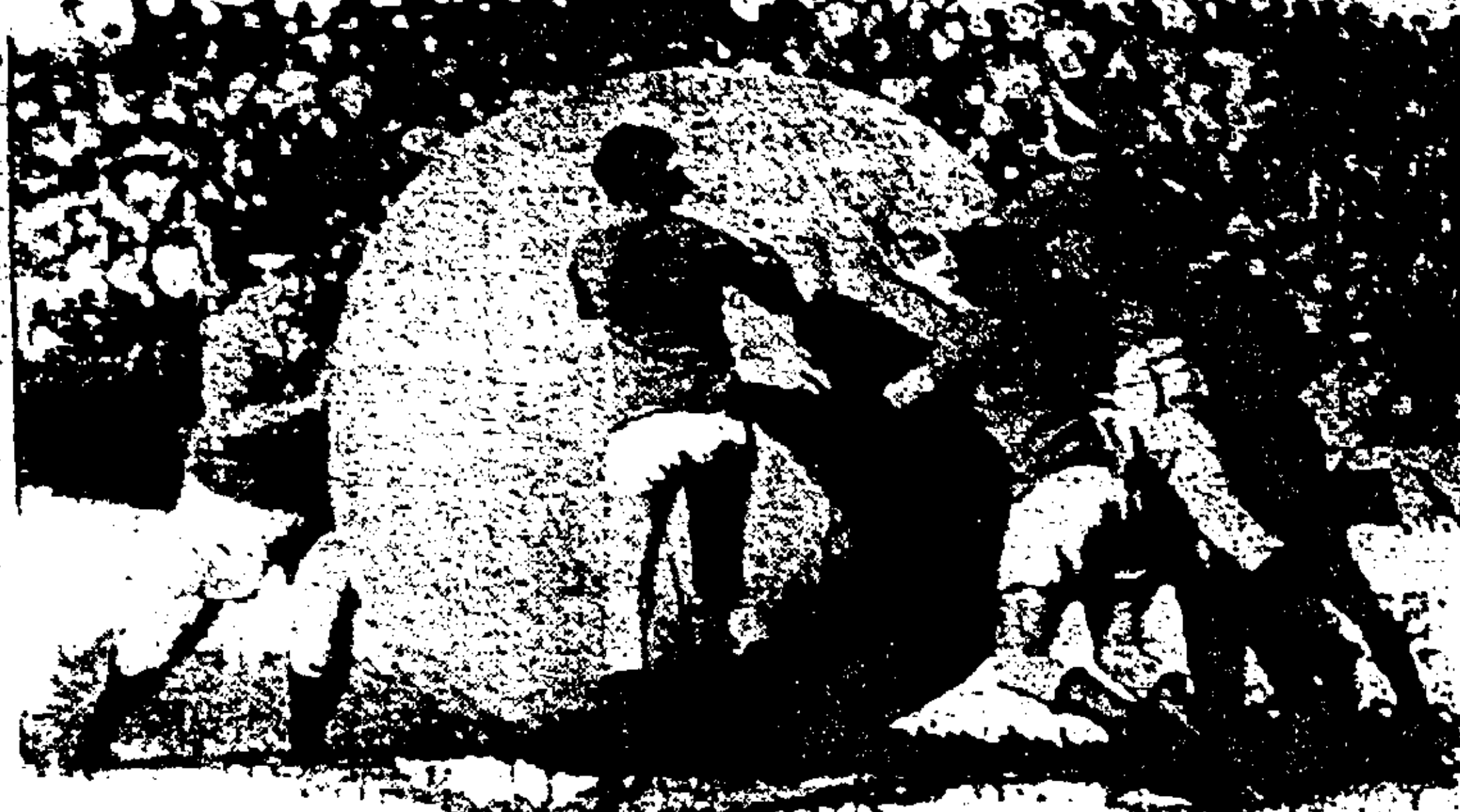
White gardenias, or single flowers are worn with very charming effect in fur boas or on the fur collar of the Autumn coats.

Feathers of varying length are appearing on some of the smartest cloche hats of velvet and plush.

Amber beads and earrings are most fashionable, and are possibly more the vogue than jade.

The all blue hat is featured in all shapes from the delicate grey blue to the brilliant sapphire blues and all the in-between tones. Embroidery in silver is one of the most popular trappings for them.

Short coats of white ermine or very light coloured furs are lined with delicate pink, blue or green satins.



Quite a crowd turned out to watch this novel pasball game staged by the co-ed teams and fans of the University of Southern California. The lady holding the ball at the extreme left is Miss Florence Grey, who amply demonstrated her worth as an antagonist of some weight.

THE NEW BIB COLLARS.

Some charming new bib collars made of tucked lawn or net, edged with Valenciennes or Malines, of narrow width, add that touch of lingerie to the neck of the frock that is counted so very smart.

These bibs vary very much in pattern. Some are square, some round, and others in long panel shape, and the majority are in double fashion so that they trim both the front and the back of the frock alike. Made to slip over the head, and secured on the shoulders by tiny jewelled pins, these new bibs prove most becoming, and not a few of the best dressmakers are using them made in tinted and dyed laces.

Little oval tuckers made of ruffles of organdi, showing three or four picot edged frills, and known as "halter" bibs, are also popular; these often being supplied with detachable sleeve cuffs to match.

NEW FRENCH MODEL.



The wide shoulder effect and full skirt are the features of the chic model pictured above.
Photo by courtesy of Mr. R. S. Sidline, Paris.

NOVELTIES IN WEDDING VEILS.

The latest idea is to embroider the edge of a tulle wedding veil with fine floral sprays worked in white floss silk, in silver thread, or diamante beads or pearls.

This ornamentation not only gives the added weight that makes a wedding veil hang in a more graceful manner than those of plain tulle only, but a simple ornamentation of this kind adds considerably to the effect of a wedding gown.

Other wedding veils now being shown in Paris have frilled applique borders of various widths of Valenciennes or Mechlin lace, and it is astonishing what a wonderful substitute veils trimmed in this manner make for those of traditional heirloom lace.

The wedding veil of today is generally worn off the face, or simply flounced in eyebrow fashion, while its folds grow more lengthy and voluminous behind, the veil now taking the place of the obsolete Court train that was used to trim all wedding dresses of any pretensions in the past.

TRIFLES THAT HELP TO BEAUTIFY.

The smooth tightly-brushed back coiffure is rapidly giving place to prettily-waved and curled hair, and girls who cannot afford to pay for having their hair waved by a professional are worried as to how it can be induced to take on that little "kink" which is so fascinating.

To make the hair wavy and fluffy comb it first backwards then forwards, teasing it over the head. Then arrange it in the position in which you wish it to be, pulling it out to firm, large loose waves. Dip a comb into some slightly sugared cold water or cold tea, using tea for dark hair and water for fair, and pass it lightly through the hair, pinching it into wave while still damp. When dry it will have a pretty wide wave similar to a marcel wave.

A HINT FOR THE CIGARETTE SMOKER.

Nothing spoils the charm of perfectly manicured nails than the nicotine stain which so often "adorns" the fingers of the enthusiastic girl smoker. Soap and water are powerless to remove such a stain, but it will yield almost instantaneously to a little fresh lemon juice applied with a piece of toilet pumice stone.

THE PERFECT EYEBROW.

Eyebrow beauty is quite a cult at the present time. In America powder remains on the eyebrows, the leading beauty specialists

INTERESTING ITEMS.

Scarf veils, featuring fine scroll designs or with appliques of silk leaves, are among the new offerings of the season.

Bustle effects are seen in many of the new tulle frocks. Sometimes, butterfly bow finishes the long tight corsage.

Woolen dresses are being made up in the blond and chestnut tones, while evening dresses run to lacquer reds and copper effects.

A NEW SWEATER COAT.



pluck and shave the brows till a fine, thin line is obtained, often altering the entire shape of the brows in doing so. These operations are expensive, and but few can afford them, but the girl who desires a beautiful eyebrow can do much to improve hers for a small expenditure. Buy two small eyebrow brushes and keep one for use at night and the other for morning, and whenever the toilet is made. Dip the one for night use into a little pure olive oil and carefully brush the brows, in the direction in which you would like them to grow, every night, pinching them together with the tips of the fingers if they are too broad. The second brush should be kept free from grease of any sort and used to brush out the powder from the eyebrows whenever the powder has been used. It is this powder, still in use, that is the leading beauty specialists

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Vancouver	Dec 5	ENGLAND	Dec 5
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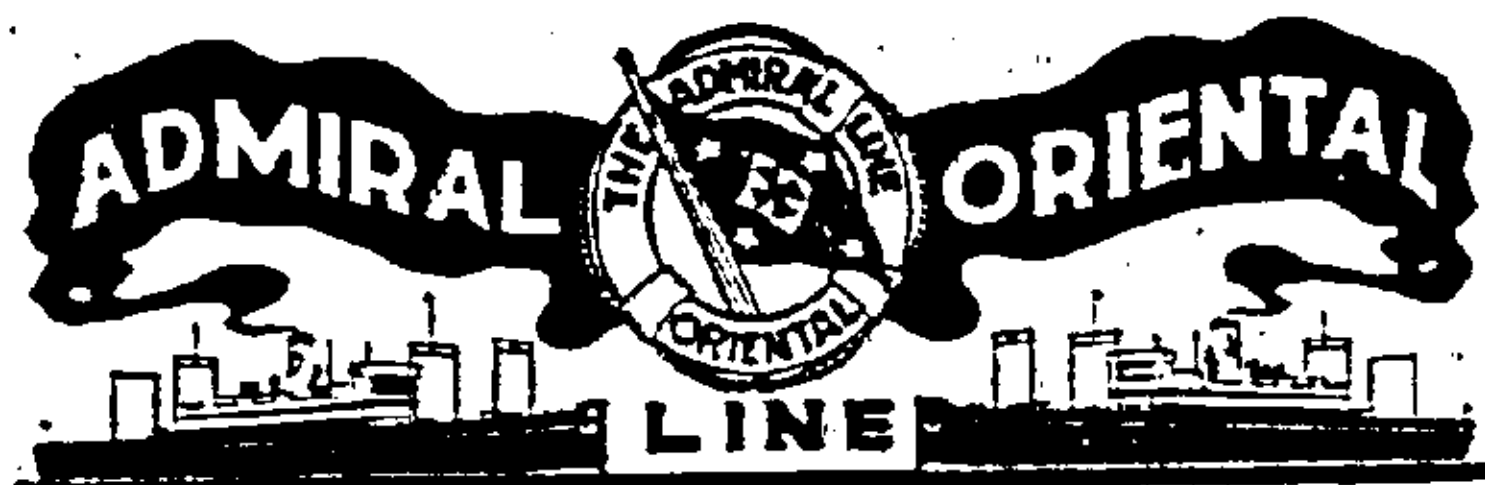
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"HOLSTEIN"		20th December.	do.

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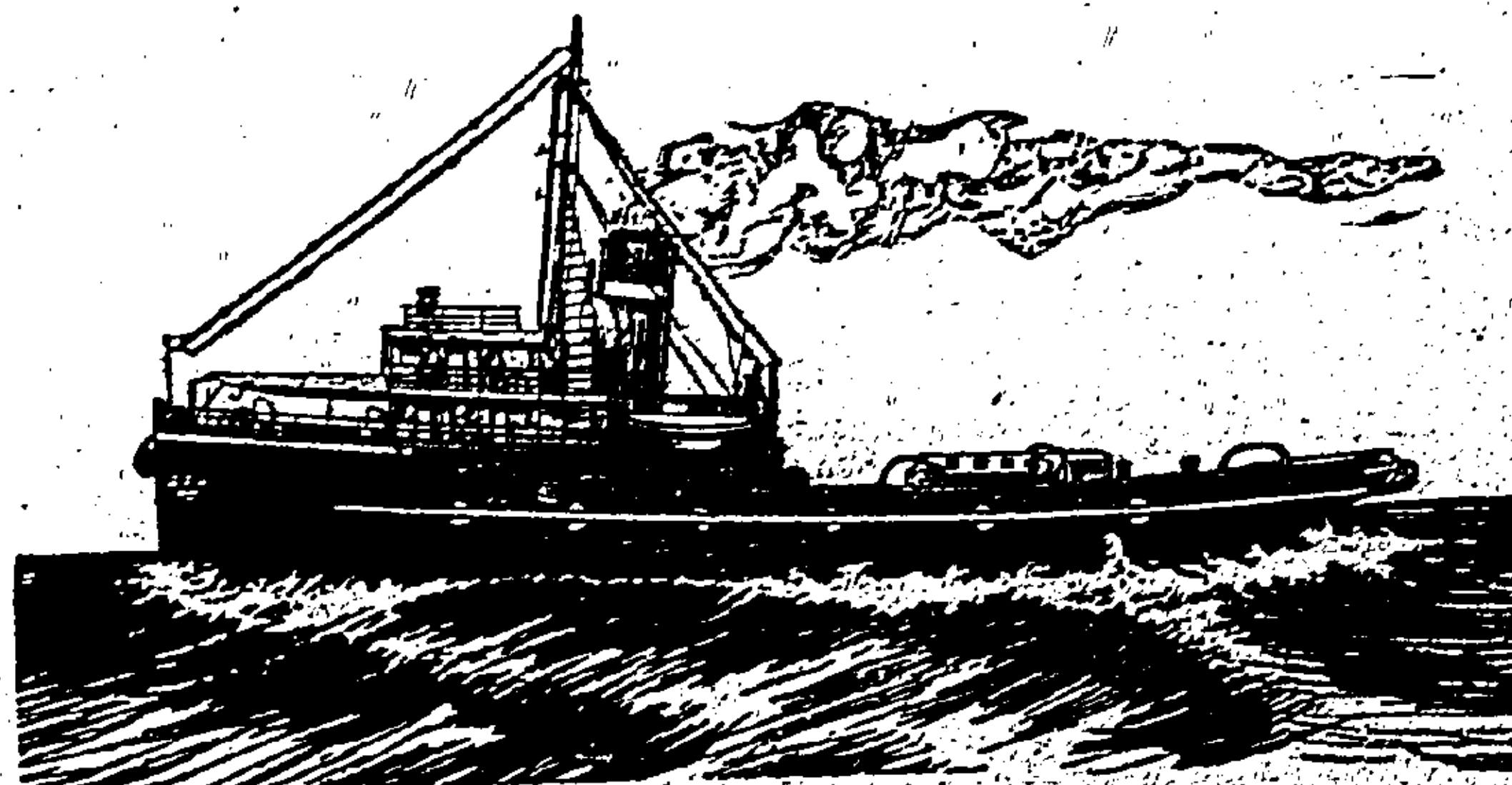
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The Steamship

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having arrived from Manila via
ports, on Nov. 16th. Consignees
are hereby notified that their
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
and Godown Co., at Kowloon, &
stored at consignees' risk.

Consignees must produce
an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damag-
ed cargo is to be left in the god-
downs, where it will be examined
at 10 a.m. on 22nd Nov., at the
Company's Surveyors, Messrs.
Anderson and Ashe.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognised.
No claims will be recognised
after the goods have left the god-
downs, and cargo undelivered on
and after November, 23rd, will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.
United States Shipping Board,
Emergency Fleet Corporation,
Agents.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road,
Hongkong, November, 16th, 1923.

NOTICE TO CONSIGNEES.

The Steamship

"HOLSTEIN"

having arrived from Bremen,
Hamburg via ports on November,
14 consignees are hereby notified
that their cargo is being landed
at their risk into the hazardous
Godowns of Holt's Wharf, and
stored at consignees' risk.

All broken, chafed and damaged
cargo is to be left in the Godowns
until Tuesday, Nov. 20th, at
10 a.m. when they will be ex-
amined by Messrs. Carmichael &
Clarke.

Claims will not be accepted
unless the cargo is so examined
by said Surveyors prior to the
above date.

All claims must be presented
within a month of the steamer's
arrival here, after which they
will not be recognised.

No claims will be admitted
after the goods have left the
godowns. All goods remaining
after 4 p.m. Tuesday, November
20th, will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
counter-signature.

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Hongkong, November 15th, 1923.

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KALYAN	9,062	30th Nov.	M's. London & Antwerp
SOUDAN	6,696	13th Dec.	S'pore, Pang, C'bo & B'bay
DEVANHA	8,092	14th Dec.	M's. London & Antwerp
KAISAR-I-HIND	11,430	29th Dec.	B'bay, M's. L'don, A'werp
KHIVA	9,097	12th Jan.	M's. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	20th Nov.	S'pore, Penang & Calcutta
TANDA	6,956	6th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	1st Dec.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	5,000	5th Jan.	
ST. ALBANS	4,500	2nd Feb.	

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TAKADA	6,949	29th Nov.	Shanghai, Moji & Kobe
SOUDAN	6,696	30th Nov.	Shanghai
KHIVA	9,097	1st Dec.	Shanghai, Moji & Kobe
ARAFURA	6,000	11th Dec.	Moji & Kobe
MACEDONIA	11,089	15th Dec.	Shanghai, Moji & Kobe
KASHGAR	8,840	29th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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CARMARTHENSHIRE	25th Nov.	GLENARY	14th Dec.
GLENARA	3rd Dec.	GLENAPP	30th Dec.
CARMARTHENSHIRE	14th Dec.	GLENAPP	30th Dec.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3695.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong-kong and Sailing for S'hai & Japan	Pro. Sailing from Hong-kong for M'les
PORTHOS	—	—	26th Nov.
ANGKOR	—	—	10th Dec.
CHAMBOARD	19th Oct.	22nd Nov.	25th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	8th Jan.
ANDRE LEBON	16th Nov.	20th Dec.	22nd Jan.
AMBOISE	30th Nov.	3rd Jan.	5th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES:
(including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.0.0 B. Class } 1st Class £89.0.0
Steamers } 2nd Class £68.0.0 Steamers } 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe.

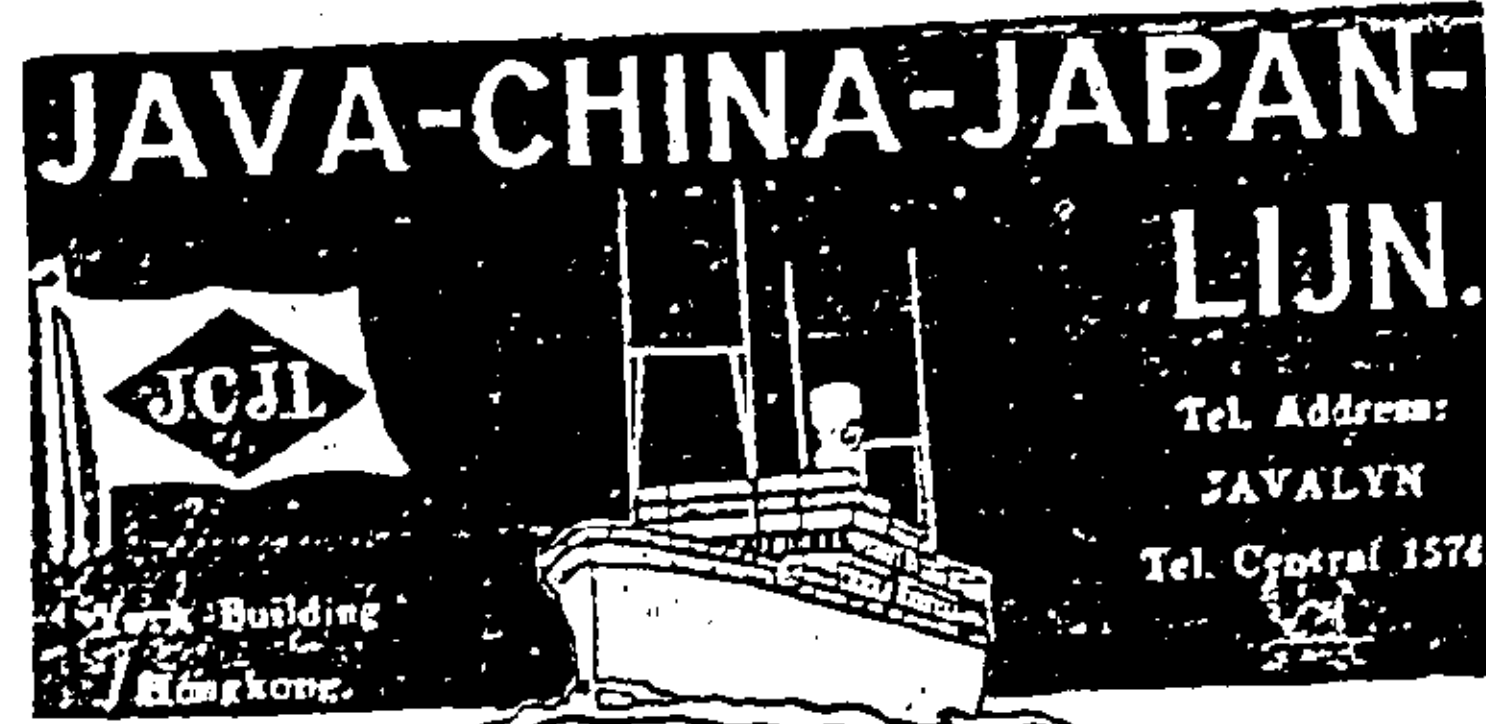
Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. loading for Havre, Antwerp & Dunkirk about
Also through Bills Lading issued to Helsingfors, Reval & Riga.
For full particulars apply to:

Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740.

CONSIGNATION. TRANSIT. REPRESENTATION.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tijlboet	Java	In port	17th Nov.	Japan
Tijsondori	Java	In port	18th Nov.	Shanghai
Tijkini	Amoy	17th Nov.	19th Nov.	M'sar & S'baia
Rantau Pandang	Java	20th Nov.	—	—
Tijlwoong	Java	20th Nov.	22nd Nov.	Amoy
Tijkembang	N. China	23rd Nov.	24th Nov.	Batavia
Tijalak	Japan	26th Nov.	30th Nov.	M'sar & S'baia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the Java-China-Japan Lijn.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 4405, G. 4420, G. 4440.

SHIDZUKA MARU ... Monday, 26th Nov.

YOKOHAMA MARU ... Wednesday, 12th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KAMO MARU ... Friday, 23rd Nov.

KATORI MARU ... Wednesday, 5th Dec.

HAMBURG via LONDON & ROTTERDAM.

TOYOHASHI MARU ... First half of Dec.

LIVERPOOL via MARSEILLES & VALENCIA.

DAKAR MARU ... Second half of Dec.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 20th Nov. at 10 a.m.

TANGO MARU ... Wednesday, 19th Dec.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Saturday, 24th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First half of Dec.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Tuesday, 27th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Sunday, 25th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 22nd Nov.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Saturday, 17th Nov.

AWA MARU ... Monday, 26th Nov.

SAHO MARU ... Wednesday, 23rd Nov.

For further information apply to NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR BOSTON & NEW YORK via SUEZ.

S.S. "MUNCASTER CASTLE" Sailing on or about 12th Dec.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" Sailing on or about End Nov.

S.S. "PERSIA" Sailing on or about End Dec.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "FUIME-L" Sailing on or about Early Dec.

S.S. "DUCHESSA D'AOSTA" Sailing on or about Early Jan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZINTO" Sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aust.
CHANGSHA	In port	16th Nov. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

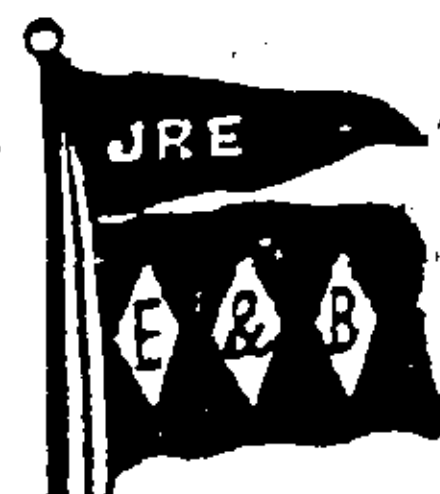
Butterfield & Swire.

(JOHN SWIRE & SON, LTD.) Agents.

Telephone Central No. 35.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

PASSENGER SERVICE.

City of Paris	23rd Nov.	Shanghai & Japan.
City of Karachi	4th Dec.	Marseilles & London.
City of Paris	2nd Jan.	do.
City of Canterbury	21st Feb.	do.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

FARES TO LONDON.

Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 108. B £ 98.
For further particulars apply to HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.

CANTON.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
HAIPHONG via Hoihow Leesang	Sat.	17th Nov. at 10 a.m.
BANGKOK via Swatow Hoihow Leesang	Tues.	20th Nov. at 10 p.m.
KOBE & Moji	Tues.	20th Nov. at 4 p.m.
TTAO via S'hai & S'hai Taksang	Wed.	21st Nov. at 4 p.m.
TIENTSIN	Wed.	21st Nov. at noon.
SANDAKAN	Thurs.	22nd Nov. at 3 p.m.
SHANGHAI via Swatow Tingsang	Fri.	23rd Nov. at 4 p.m.
HAIPHONG via Hoihow Leesang	Sat.	24th Nov. at 10 a.m.
MANILA	Sat.	24th Nov. at 11 a.m.
TTAO via S'hai & S'hai Kwongsang	Wed.	28th Nov. at 4 p.m.
BANGKOK via Hoihow Leesang	Thurs.	29th Nov. at 10 a.m.
STRAITS & Calcutta	Sat.	1st Dec. at 3 p.m.
KOBE	Tues.	4th Dec. at noon.

Calcutta Line:—This Line now affords regular sailings to Calcutta Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Saturday, 1st Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong	W. C. Passmore	TUES, 20th Nov. at 1 p.m.
Haifoon	Ellis Walker	FRI, 23rd Nov. at 1 p.m.
Haiching	J. S. Thomson	TUES, 27th Nov. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 24th Nov.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE to SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN.

Telephone Central No. 1574. York Building, Charter Road.

**Yamashita Steamship & Mining Co., Ltd.**

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN**KEELUNG, HONGKONG & HAIPHONG**

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 15th Nov.

FOR KEELUNG via Swatow & Amoy

S.S. "NANYO MARU No. 1" ... on or about 16th Nov.

For further particulars, please apply to:-

MITARAI, AGENT.

Branch Office, No. 37, Bonham Strand West. Top Floor, King's Building.

Tel. Central No. 155. Tel. Central No. 140.

CRAIGENGOWER CRICKET CLUB.**THE ANNUAL MEETING.**

The annual meeting of the Craigengower Cricket Club was held at the Club house last evening when there was a fair attendance of members.

Mr. C. H. Lyson was in the chair, supported by members of the Committee, the Hon. Secretary, Mr. R. Bass and the Hon. Treasurer, Mr. D. K. Kharras.

The Chairman, in his speech, said in the matter of sport he regretted that he could congratulate the Club only on being able to fulfil the fixtures, for the results of the past year could not be said to be very successful. He hoped that members would take a keener interest during the present season. It had been their misfortune to have some of their best players giving their help to rival clubs and he appealed to them to return. He said it was very fitting that he should mention their brilliant exponent of bowls Mr. U. Omar. Not only was he chosen to play for Hongkong but he had won the Championship of the Colony (Applause). They were proud of him and hoped he would remain champion for many years to come. Billiard playing members would be pleased that there were two new tables instead of one, and thanks were due to Mr. A. Alves for donating largely towards the second table. The new wing of the Club had been completed and they now had one of the best club houses for a sporting club, that there was in the Colony. Their dances had proved very popular. Their Hon. Secretary deserved thanks for his energy in organising these events. Since the last meeting 90 new members had joined the Club and they now had as many as they could comfortably accommodate. They regretted to record the deaths of the following members: Messrs H. S. Burleigh, M. A. Hancock, E. A. Johnson, A. Leon and N. G. Rodriguez. He considered the financial state of the Club satisfactory. The Chairman concluded by proposing the adoption of the report and accounts.

Elections.

Insp. Kent seconded and congratulated the Club on the splendid condition of its finances.

The report and accounts were unanimously adopted.

Mr. W. S. Marsh proposed the re-election of Mr. Lyson as President and Insp. Kent seconded, saying the Club could not have a more worthy man as President.

Mr. Lyson was re-elected and in thanking the meeting said it appeared he very easily satisfied them, for he felt that he had not done as much for the Club as he should have done. (A voice: "Oh no; not at all"). At the last meeting when he was elected he told them that as he lived so far away from the Club it would be difficult to be with them as often as he desired. He had endeavoured in his small way to carry out the duties as President of the Club and he hoped he had done so to the satisfaction of some of the members. (Hear, hear.)

Mr. B. Bass was re-elected as Hon. Secretary of the Club. His re-election was greeted with cries of "Good old Dick".

Mr. Kharras was re-elected Hon. Treasurer and the Committee was elected as follows: Messrs M. O'Brien, W. Allen, E. Mowfung, A. E. Hall, W. Kent, J. Barretto, P. Dixon and Grimes.

There followed a good deal of discussion on the matter of increases of subscription and entrance fee. Several proposals were made and rejected and eventually it was put to the meeting and carried that in future the subscription remain the same but the entrance fee be increased to \$20.

This, however, has to be ratified by an extraordinary general meeting.

PERSONAL.

Nothing is of greater personal importance than the care of one's health. And Pinkettes are a personal asset when intestinal irregularity is making you feel inefficient and cheap because they promptly dispel constipation, stir up

